

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, March 27, 2002, 1:00 p.m.,
City Council Chambers, First Floor, County-City Building,
555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Mary Bills, Jon Carlson, Steve Duvall, Gerry Krieser, Patte Newman, Greg Schwinn, Roger Larson and Tommy Taylor (Cecil Steward absent); Kathleen Sellman, Kent Morgan, Stephen Henrichsen, Mike DeKalb, Duncan Ross, Mike Brienzo, Teresa McKinstry and Jean Walker of the Planning Department; Roger Figard of Public Works & Utilities; Rick Peo, City Law Department; other Departmental staff; media; and other interested citizens.

STATED PURPOSE OF MEETING: Special Continued Public Hearing on the “draft”
2025 Lincoln City-Lancaster County Comprehensive Plan, dated February 6, 2002.

Staff Presentation:

1. **Kent Morgan, Assistant Director of Planning**, introduced staff from seven different departments to present proposed amendments and comments. The Departments involved are Planning, Streets and Highway Division of Public Works, MPO Technical Committee, Watershed Management and Public Utilities Division of Public Works, Urban Development, Parks and Recreation and Libraries.

Morgan then submitted **Exhibit #25**. There were a large number of groups actively involved in the preparation of the draft Comprehensive Plan. This is a proposed amendment to the text entitled, “**Contributing Planning Efforts**”, the stated purpose of which is to more fully acknowledge the work of several groups that contributed to the preparation of the draft Plan. One group was inadvertently left off of the list, i.e. The “Greenprint Cabinet, Greenprint Challenge (August 2001)”, and Morgan requested that this group be added to the list. They were also instrumental in the preparation of this Plan.

The second amendment proposed by the Planning staff that was unanimously approved by the Comprehensive Plan Committee (hereinafter “CPC”) but was inadvertently left out has to do with the “benchmark indicators” to expand the basis upon which we monitor growth and development which will be used to expand in the future. It is a much more comprehensive look at very basic indicators besides population. This was unanimously agreed upon by the CPC.

The third amendment presented by the Planning Department has to do with the Tier II Priority Areas. Part of the process was to develop planning guidelines for the Stevens Creek Basin. Again, because this is a plan looking to growth in the community, we felt that same process should be applied in other areas besides Stevens Creek. This proposal suggests a similar process for those property owners that are around the city at the current time to develop similar planning guidelines.

2. Roger Figard of Public Works & Utilities submitted two memos from Allan Abbott, Director of Public Works & Utilities, to the Planning Department dated March 5, 2002 (**Exhibit 26**), and explained the proposed map and language changes.

3. Mike Brienzo, Public Works Department, submitted **Exhibit #27**, a memorandum from Allan Abbott as Chair of the MPO Technical Committee. In February, 2002, the MPO Technical Committee reviewed the transportation element of the Comprehensive Plan and this memorandum sets forth proposed amendments from the MPO Technical Committee.

4. Nicole Fleck-Tooze, Public Works and Utilities, submitted **Exhibit #28**, a memorandum dated March 5, 2002, proposing three amendments, including the request to include Figures depicting future water and wastewater lines in the Plan. These Figures will be provided prior to April 3rd.

5. Wynn Hjermsstad, Urban Development Department, stated that Urban Development is concerned primarily with the existing built environment and the Department works primarily with the older neighborhoods. Urban Development generally concurs with the plan. Urban Development has previously submitted proposed amendments in the text that strengthen the protection and preservation of existing neighborhoods. Urban Development is suggesting that existing residential areas be protected from encroachment or further encroachment from commercial and industrial uses, and that those uses be screened from existing residential areas wherever possible. The CPC did not have time to review these comments.

6. Lynn Johnson, Parks & Recreation, indicated that there was a memorandum submitted previously that contained information from the Parks & Recreation Advisory Board meeting held on February 7, 2002. The Advisory Board recommends that we continue to attempt to establish neighborhood parks in established areas where there are deficiencies, and that the City should maintain its commitment to existing neighborhood pools. It is also recommended that Kuklin Pool be replaced with a new facility. This was taken out of the CPC's review draft and the Parks & Recreation Advisory Board is requesting that it be put back in. Parks has had a structural assessment done and the structure is failing and it is projected that it has a 3-5 year life span. That pool is intended to serve neighborhoods north of “O” Street and needs to be on the north side of “O” Street.

There is also a proposed amendment to the community forestry management to add a provision to establish an inventory and data base of public trees; and that the city investigate a tree preservation ordinance.

With regard to regional parks, Johnson noted that the draft plan does not discuss regional parks.

There was a discussion in the prior plan. Johnson proposed that there be a description and discussion of regional parks in the draft plan as set forth in his previous memorandum submitted on March 6, 2002. There is also a need to maintain our cooperative relationship with the Games & Parks Commission and the Lower Platte South NRD regarding the provision of recreational opportunity within the rural areas in the County.

From the bigger picture perspective, Johnson referred to the Salt Valley Heritage Greenway map. The Heritage Greenway preserves the natural resource conservancy areas, such as Wilderness Park. Rather than the city or county acquiring additional regional park land, it is anticipated that the City will work with the Nebraska Game and Parks Commission and the Lower Platte South NRD to provide recreation facilities around the Salt Valley Lakes and other natural resource sites.

Johnson noted a request from the Planning Commission regarding special designation for youth baseball and softball facilities. The intent is that community parks provide opportunity for those types of facilities. Baseball fields are an anticipated component of commercial parks and are coordinated with user groups.

With regard to Kuklin Pool, Carlson recalled some of the discussion that there was community interest when there was discussion about closing it. The community had not decided what direction they wanted to go. Are you saying you think the community has spoken on this issue? Johnson believes there has been clear direction that Kuklin Pool should be replaced and that it should be north of “O” Street. He believes there is general support to relocate this facility north of “O” Street and it is the recommendation of the Parks & Recreation Advisory Board.

7. Carol Connor, Libraries, referred to the third paragraph on page F129, the “electronic library initiative”, stating that these initiatives have been in place since 1991 and prior. Since 1991, the libraries have had electronic access between libraries and LPS, and prior to that with the University. She agrees with this goal, but is concerned about the word “initiative” since it has been going on for more than 10 years. Is there some intent by the word “initiative”? Connor also observed that digital service is like a reference service. It is not a building or a land use.

Public Testimony

1. Ron Sisel, 1010 West P Street, discussed the long overdue issue of city-wide lighting control. There is a need for quality lighting with appropriate equipment choices and proper installations. We are getting unshielded flood lighting. Sisel showed illustrations of proper lighting that is available but not marketed because it is not required. Sisel demonstrated with the flash of a camera the type of light that will mess up our eyes. Much of the lighting has gone to clear lenses because there is a 10% gain, but allowing this element shuts the eye down by a factor of 10 and decreases the effectiveness of its own light.

Sisel then discussed lighted billboards with down-lighting instead of up-lighting.

There is a code for parking lots stating that lighting is not to be shined into residential areas and glare is to be controlled; however, this is not enforced. Bad lighting has gotten out of control with

foolish practices and bad equipment. Lighting guidelines and requirements need to be an active function of the Comprehensive Plan.

2. Carol Brown, who lives near 21st & Superior, applauded the work on the Comprehensive Plan. She requested that the proposed boundaries remain in the plan. We have a tremendous amount of problems with maintaining what we already have as far as police, snow removal (there was none in her neighborhood at all this year), and sidewalks (there are neighborhoods that have no sidewalks),

With regard to the section about vacant buildings, Brown suggested that there is a need to keep a handle on where our vacant buildings are located. The HyVee on 14th & Superior has been vacant for six years and does not look very nice. The Michael's store up on North 27th Street has been empty for over a year; Payless is also vacant. We need to keep track of those vacancies and what we can do to fill them before we give permits for new buildings.

Brown believes there should be a restriction on sale of public lands or properties, i.e. Lincoln General Hospital. That should have gone to a vote of the people. If the sale comes to a certain dollar amount, it should go to a vote of the people. Another property on the line now is the Old Federal Building. There have been numerous suggestions on what to do with that building and beautify it. It is a beautiful architectural design and we need to hang onto some of these things and not sell them off just to pay for something new.

Brown also suggested giving free bus passes to city employees instead of building a new parking garage. We already pay for the bus. Let's get some of these people out there riding these busses.

Brown also requested that the No. 14th study be removed from the Plan. This is asking people to alter their lifestyle. That is a walking and biking community. The Comprehensive Plan talks about opening up bike trails, walking and encouraging alternate transportation. Putting a four-lane road with a center turn-lane asks those people to give up that opportunity to walk and bike to school, the park, the library, etc.

Brown also requested that the study for a roadway across Wilderness Park also be deleted from the Plan. It has already been studied. We are in a budget crisis already. Let's stop doing these studies.

3. Bruce Bohrer appeared on behalf of the **Lincoln Chamber of Commerce**. He submitted a letter on March 13th (**Exhibit 19**) and reiterated some of those comments. The Chamber does not take the position that this proposed plan is anti-growth. Very clearly, it does provide for growth using a 1.5% annual growth rate for population, 2% for commercial and 2.5% for industrial, which was developed by the CPC. It also provides for an increase in commercial floor area and industrial area.

The Chamber wants to make sure the plan is pro-growth. Bohrer explained the process that the Chamber has gone through to analyze this. They gathered people directly involved in real estate development (commercial, industrial and residential), people involved in financing of business

development, transportation and engineering. A few of the recurring issues were getting ahead of infrastructure and he believes this is addressed in the plan. However, having enough developable land is still something the Chamber is concerned about. The Chamber wants to make sure the Commission looks at this plan as a community plan and develop consensus. Some comments reported in the paper need to be taken to heart as to whether we are developing something that is going to be just enough to get through the process, and whether you can call that a community plan.

The Chamber believes the plan can be used as an economic development tool, particularly at this time in our community's development.

4. Becky Vandenberg, 8301 West "O" Street, a State Licensed Water Operator and President of the **Emerald SID Village Board #6**, testified that Emerald has a nitrate problem. It hit 10 in January. They are working with the wellhead protection program which will bring it to a 5. But, once it gets to anything above and beyond 10, they will be forced to provide bottled water. We will need to look for another wellhead. Emerald sits on a saline aquifer so they cannot dig deep wells. The two wells now are 30 and 32 feet deep which is as far as they can go. She requested that the Planning Commission add language to the plan that once Emerald has exhausted all other options for potable water, Lincoln will either annex Emerald or allow Emerald to tap into the city's water system.

5. Rita Griess, 7401 Cardwell Circle, President of the **Realtors Association of Lincoln** testified, stating that "we are realtors, real estate is our life, ... we are realtors and we do more than sell houses." The Realtors Association is three organizations in one: They operate a multi-list service which is a computer network; they are a professional association involved in education and professional development. They study business issues including fair housing and governmental issues. They are a community organization, which projects include the promotion of child safety; support for Habitat for Humanity; paint houses each year in the Lincoln Paint-A-Thon; supply "I Voted Today" stickers; as part of the Educational Trust Fund they award scholarships each year; help with the Special Olympics; sponsor the property enhancement project; award three career scholarships for individuals of racial minority.

In addition, the realtors are the voice for real estate in our community. The community hears from the realtors when someone's rights are being infringed upon. They are the watch dog for private property rights. They are the original advocate for home ownership. Home ownership is critical to our local economy and our community. Griess submitted approximately 340 postcards from members of the Realtors Association in opposition to the new Comprehensive Plan, unless the following amendments are made: 1) Eliminate the development "priorities" within Tier 1; 2) add more developable land to the overall plan in Tier 1; and 3) allow for additional acreage development. ***(Exhibit 29, List of names submitting postcards. Postcards on file in the Planning Department office)***

Many realtors stood in the audience in support of this position. The Realtors Association has a total of 900 members.

6. Sue Fox-Emrich, 647 Washington, came to Lincoln in 1986 to do social work internships at the YWCA in the Teen Mothers Program. She spent the next 7 years advocating for battered homes

and children. 10 years ago, she got a real estate license and became a housing advocate, helping people to achieve their dream of home ownership. She is in support of affordable housing. She is involved in the Realtors Association of Lincoln fair housing efforts and is concerned about how the increase in home prices will affect those individuals who cannot afford it. Much of our growth will include a large segment of foreign immigrants. She is concerned with barriers to home ownership. Many current homeowners barely qualify for loans. For low income individuals, there is no faster way out of poverty than home ownership. Home ownership is stock ownership in a community. Home ownership is the fabric of our community that holds Lincoln together and unites us all. Realtors are committed to overcoming impediments to home ownership for all individuals. If housing prices go up it will hurt those who can afford it least. Please support removal of the “priorities” in the 25 year plan and add more land to help keep lot prices and home prices from rising beyond the reach of those who consider it a dream.

7. Robin Eschliman, 750 No. 86th Street, a commercial realtor, addressed the lack of developable land that she believes will result with the draft Comprehensive Plan. She shared an experience she had with an out-of-town developer who was looking for land sites for an apartment complex that would not fall under the definition of affordable housing. There were no sites available to show this broker, except for one site that seemed to work in a standard price range. The developer, who had also been looking at sites in Denver, Wichita and Madison, expressed concern about Lincoln’s prices. The developer would not be able to afford the project if there were impact fees. He said, “I’m looking at Omaha, there’s a site there”.

Eschliman has also tried to place a small chain discount store that had been looking in Lincoln for two or three years but found that the commercial rents in Lincoln are unaffordable. They were able to find sites for 7 stores in Omaha. Even if we act immediately, Eschliman believes we have a horrible perception problem in Lincoln. AFLAC is considering sites in Lincoln and Omaha and would bring 140 jobs, but they nearly wrote Lincoln off because we do not have enough sites for them to choose from and we do not have a friendly business economy in this community. This is an unfair and untrue perception.

If we do not offer adequate developable land, we can forget about multi-directional growth. If we don’t provide these things, Gretna will and Ashland will and Omaha already is.

8. Steve Fulton, 440 Lakewood Dr., realtor, testified in opposition to the proposed Comprehensive Plan. It calls for higher density and doesn’t provide enough developable land for affordable lots. Developers and home builders follow the direction that the buying public dictates. Home builders react to the buying public in terms of price, sq. ft., style, interior and exterior features. The first priority is a good lot in a quiet neighborhood, safe for families with decent size yard. We build for young couples with children that want less busy streets and a large yard. The second group of people we build for want master bedrooms on the first level and a third garage. Both of these require decent size lots. Requiring higher density will mean smaller lots, and the lack of designating more land for future development will mean that those smaller lots will be more expensive.

Fulton’s concern is the impact on the buying public. Will they look at communities outside of Lincoln? Will this prompt more people toward acreages? Lincoln has a reputation and a

responsibility for offering safe, affordable and quality lifestyles. Small, more expensive lots will not accomplish this.

9. Mark Hunzeker appeared on behalf of the **Home Builders Association and Realtors Association of Lincoln**. The Home Builders will be submitting proposed amendments addressing the importance of optimism as a general tone of this plan and the embracing of the positive aspects of a growing city. Their proposed amendments will also address the cost of growth. Hunzeker purports that it is a myth that we are unable to finance the cost of growth with the growth itself.

The proposed amendments will request to eliminate the priority areas within Tier 1 and Tier 2. They will request to expand Tier 1 significantly because it is the right thing to do. Both the population and the land area have expanded in Lincoln faster over the last 10 years than this plan contemplates. Higher density is unlikely. Changing the plan in the future is a very slow and very difficult process, and this proposed plan would make that process more cumbersome and more difficult than it has ever been.

The Home Builders and Realtors Association will propose to incorporate new language regarding acreages within the 3-mile and add language embracing the build-through concept.

Finally, the Home Builders and Realtors Association will ask the Commission to embrace a principle of this plan which makes home ownership for the average person a standard against which new policies or programs should be measured.

The importance of optimism is hard to over-emphasize. A strong economy, low unemployment and new investment is good for everybody. By being optimistic we avoid the possibility of underestimating the needs for new facilities. Capital improvements have always been built as the demand for growth dictated—not ahead of it. Hunzeker believes that the biggest mistakes we have made in 20 years have been due to under-estimating the growth rate, commercial space needs and the growth of vehicular traffic by assuming that everyone would car pool. It is a myth that growth does not pay for itself – it does. Hunzeker had the city’s annual financial report, and suggested that by any measure you choose, revenues are up, taxes are down, bonded debt is down, and debt coverage (the ability to pay debt) is up. With respect to property taxes, assessed value has grown by 76% over the last 10 years; property tax revenues grew only 31%, but that was because the property tax rates were falling by 38%. Including all taxing authorities, the property tax rates in Lincoln have dropped from \$2.75 to \$2.00, a drop of 27% over 10 years. The ratio of debt to assessed valuation has dropped 48%; the ratio of debt service to general expenditures dropped 51%; sales tax revenue grew 81%; gas tax receipts up 82%; wheel tax receipts up 167%. What did the city budget do over that period of time? It grew by 27% over that 10 year period. A remarkably low number but one which demonstrates very clearly that the revenue side of the equation as a result of our growth is more than paying for itself. It is reducing our tax rates; it is expanding our tax base; and it is financing the growth of this city. Hunzeker urged that the Commission not be shy about adding land to this plan. Don’t be afraid that we can’t pay for it because we can. We have and we will.

Carlson posed the question, “Are we sitting on the money?”. Hunzeker responded, stating that there is money being spent. Some of the revenue sources--gas and wheel tax--are dedicated to streets and street maintenance; the same with water and sewer revenue, but those are all part of the package and those all grow as the city grows. Hunzeker purports that there is plenty of money to build sewer and water. We are behind on paving streets, but that was one of those big mistakes we made in the 1997 Plan which assumed we would all ride bikes and car pool. We got behind and we’re still behind. But that doesn’t mean that the people moving into Lincoln are causing that. Hunzeker believes there is money to be dedicated to these improvements. There is no question that the tax base has grown at a pace which will support the continued growth of this city.

10. Greg Retzlaff, Adams, Nebraska, is a landowner and farmer in Stevens Creek. Retzlaff has some of the same concerns that are addressed in a letter to the Planning Commission from the Lancaster County Board of Commissioners and he requested that the County Board letter be read into the record. Chair Schwinn indicated that he would have the staff read the letter into the record during this hearing.

As a farmer in that area, Retzlaff stated that it is his choice to farm the property, but with the changing agricultural environment he is hopeful there will be alternatives available for use of the property. He inquired whether the proposed smoke buffer around prairie fields will prohibit building within one-half mile. If so, it seems unfair. Who will compensate the property owner for it? Perhaps the NRD should buy the property.

He also referred to the 20-acre requirement and inquired why the plan looks to increase the number of acres required to build upon and eliminating community unit plans?

Retzlaff also inquired whether it is a conflict of interest to have had Cecil Steward and Jon Carlson on the CPC and then have them vote as Planning Commissioners on their own recommendation.
(Exhibit #30)

Schwinn advised that all members of the Commission are citizens of the county and there are no conflicts of interest here.

11. Alan Hersch, 5940 Dobsons Court, testified as a member of the Stevens Creek Basin Initiative Task Force. He has served on many different groups and initiatives in this community for 15 years and he has always chose to step up and serve and to give of himself. We do that because we believe it makes the community better but we expect that our efforts will be listened to and incorporated and that pledges will be kept. Hersch urged the Commission to include the findings, results and recommendations from the Stevens Creek Task Force directly into the Comprehensive Plan--nothing less. This should be done in the form of keeping a promise. That promise was made to all citizens of the city and the county. He quoted from the website of the Planning Department: “The (Stevens Creek) study will become an element of the City-County Comprehensive Plan update.” This is clear. It’s on the welcome message on the website. Local officials appointed 17 citizens to make up the Stevens Creek Task Force and these appointees represented many diverse

interests and had expertise in all the areas required to work on that study. This group worked many, many hours with no reward other than the understanding that the results of the work would become part of the official community blueprint for Stevens Creek—the Comprehensive Plan update.

In addition, Hersch stated that the timing of the Stevens Creek Basin Initiative process was purposely chosen and carried out so that the work would move seamlessly into the Comprehensive Plan update. The members were encouraged by staff and consultants to finish the Stevens Creek planning projects on time in advance of the Comprehensive Plan update so that it could be included in the plan.

The Task Force worked through a lot of challenges and arrived at significant compromises. They worked through that process with the staff, the consultants and in public meetings all around this city in order to achieve a consensus result. The Task Force came up with a plan to address the environmental land use issues, transportation, utilities and other development issues regarding future urban and rural development in the basin.

It is up to the Commission to make good the promise made to the Task Force—include the Stevens Creek plan in the Comprehensive Plan. **(Exhibit #31)**

Carlson asked Hersch whether his objection is that the Stevens Creek study is not included verbatim? Hersch responded in the affirmative. He acknowledged that some of the elements are included in the proposed plan, but many of the findings and recommendations from the Task Force were pushed back into future tiers. Carlson observed that there were many task forces feeding into this same product. Hersch stated that he is only speaking on Stevens Creek. Carlson assured Hersch that the Task Force work was not ignored. The product was presented and used to synthesize this document. Hersch submitted that the results of the Stevens Creek Task Force work was diluted and changed and he requested that the original results be restored verbatim.

12. Gene Ward, 7541 Old Post Road, the immediate past President of the **Realtors Association of Lincoln**, testified in support of adding more developable land to Tier 1. We should recognize that the interests of our community and citizens require the highest and best use of the land and the widest distribution of land ownership. This requires creation of adequate and affordable housing, the building of a functioning city, development of productive industry and farms, and preservation of a healthful environment. We need more larger lots. We need to abandon the notion that home buyers will support smaller lots and that we will suddenly start growing in a more dense manner. Today's home buyers want larger lots. Families are looking for larger lots that provide space to landscape, grow vegetables and flowers, to let children play and for their pets. The option of smaller lots and more dense housing should be a development tool for the developers, not something that is forced upon the developer by government. Developers study the market and analyze the risk. This plan should encourage private investment in the community—not discourage it. Having ample supply of developable land is a must for this plan if local home buyers are going to have choices. We have lots of land in each direction. We need to make it available in this plan. Let's not create a shortage of land and expect the people's buying habits to suddenly change.

13. Jeff Johnson, 4919 Union Hill Road, testified on behalf of the **Realtors Association of Lincoln** in support of adding more developable land to Tier 1. Land is a commodity and if there is a shortage, real or manmade, the price is going to rise. This principle is already at work in Lincoln. A future shortage of developable land will only serve to make housing less available to the average working family. In Area 14, north of Superior and west of 27th Street, the minimum sale price went from \$9,000 to \$19,000 in four years. The average sale price rose 49%. In east Lincoln, Area 35, south of Van Dorn and east of 70th, the minimum sale price went from \$20,000 to \$30,000 and average sale price rose 17%. In South Lincoln, Area 45, south of Hwy 2 and west of 76th Street, the minimum sale price went from \$16,200 to \$37,500 and the average sale price rose 134%. (**Exhibit #32**). Johnson is concerned that the average working family in the city will not be able to afford a decent home in the future. If Lincoln does not have affordable homes to attract new business, how will we replace the jobs that have been lost?

14. Mark Hesser, 2111 The Knolls, submitted his comments in writing (**Exhibit #33**). He supports most of the positions from LIBA, the Chamber, Home Builders Association and Realtors Association. He is a banker who works intensely with land development financing. It is his position that we need more land in the Comprehensive Plan, but just putting land out there is only one step. We have to work on taking our infrastructure out to it. We need more land that is sewerable. Today, the landowner on the end of the trunk line that has capacity can name their price. As a community, we've got to figure out how to put in an infrastructure of sewer and water to open up large sections of land. He does not have the total answer of how to pay for it. We're going to have to look at other sources to expand our infrastructure to bring the available land to a developable state. Lincoln benefits from our growth. It's also the growth that helps pay for our infrastructure.

15. Brian Carstens, 601 Old Cheney Road, testified on behalf of several developers and property owners. He is also current first Vice-President of the **Home Builders Association**.

Carstens believes that there is a lack of available land in Tier I. Many of the areas identified in Tier 1 are already in the development stage, such as 84th & Hwy 2 and No. 27th and I-80. There are numerous acreage areas in the 56th to 70th and Saltillo Road to Highway 2 area in the future urban area. He recommends that additional land be included within the Tier 1 area, specifically the western bank of Stevens Creek.

Carstens is opposed to the "priorities". The language states that projects in specific directional growth areas should not commence in Tier 2 until all infrastructure in Tier 1 is completed. This is unreasonable as it will hold up areas of development in Tier 2.

Carstens is also opposed to restricting acreage development in the 3-mile jurisdiction. Carstens believes that the idea of "build-through" acreage developments should be used in these areas. A city policy needs to be drafted for annexation of new acreage developments.

Carstens also believes that all land zoned AG should be treated equally as far as density is concerned. (**Exhibit #34**)

*** Break ***

16. Mike DeKalb of the Planning Department presented the letter from the **Lancaster County Board of Commissioners** dated March 26, 2002 (**Exhibit #34A**). With regard to acreage development, the basic thrust of the letter is that the 20-acre rule that exists today works well for farm land protection and preventing urban sprawl. It is suggested that the density of 20 acres per residence should be retained; that the 20-acre rule should be modified with some incentives and additional options, including the right to split the 20 acres and the ability to split 3-acre parcels. They suggest that the community unit plan be reduced from 75 to 40 acres for cluster with density bonuses for clustering; and retain the current exceptions to the 20-acre rule which include protection for county road right-of-way.

The letter suggests that the proposed restriction on acreages within the 3-mile jurisdiction of the city could result in some consequences on the balance of the county.

With regard to Stevens Creek, the letter states that language should be added that reflects the importance of Stevens Creek in the development of the city and county and reflects the guidelines created by the Task Force.

The letter also addresses smoke easements--recognizing them as a management tool but they do have some concerns. The letter also raises the question on sufficiency of allocation of land.

Bills asked whether the staff will be bringing the County Board's proposed amendments forward. DeKalb believes it was the intention of the County Board to go on record and provide their thoughts to the Commission. The Planning Commission needs to direct staff as to what amendments they would like to see.

17. Art Zygielbaum, a four-year resident of Lincoln and member of the administrative faculty of UNL, served for 18 months on the CPC. Zygielbaum has been associated with Lincoln since 1994, when he was working with NASA. This is a great, remarkable and very precious place. It's a great home. The proposed Comprehensive Plan is set up to protect those things that we as individuals and a community value. He believes the proposed plan strives for the common good. It is a remarkable plan. It is not a static plan. It is designed to change in an appropriate and careful way to accommodate the real world needs for real world people. There will be an annual review of at least 20 indicators to make sure that the city has a healthy supply of housing, appropriate infrastructure for growth, a growing economy and a healthy business climate. We built in mechanisms to force the plan to be reviewed as conditions warrant. In fact, over the next 25 years, the plan will be formally reviewed and revised several times.

In the past few days, we've heard the concern by some special interest groups that the plan will destroy the supply of affordable housing and will drive away people we need. Several groups argue that constraining acreages to specific areas will prevent people from living in the lifestyle they desire and prevents people from doing with their land what they want. He has heard that the tier structure will keep Lincoln from growing as it needs and runs counter to the desires of developers and the needs of a growing city. With regard to affordable housing, Zygielbaum pointed out that Lincoln is 94th out of 139 cities in terms of the cost of housing. We do have affordable housing, and we will keep having affordable housing because the indicators that are called for in the plan will help provide

appropriate checks, and because we have a strong and healthy realty business which will supply the pressure for change to keep things in balance.

Zygielbaum explained that the tiered structure is proposed for fiscal responsibility. The tiers allow for 42,560 new dwelling units and enable 2,400 new industrial acres to be developed. By the year 2025, the tiers encompass 83 square miles, more than twice the current size of Lincoln. And they allow that without rotting the core of the city.

This plan recognizes the impact of acreages in terms of their impact on city growth, infrastructure, agriculture and the environment.

Zygielbaum believes that the most important issue has not been raised by special interest groups--all growth represents a partnership. It is a partnership between the taxpayers who fund the infrastructure and services of the city and the builders who add new housing, businesses and residences. The proposed Comprehensive Plan presents a challenging proposition. In meeting the intent of the growth in the plan, the infrastructure to move and insure water to new developments will cost \$360 million over the next 10 years. That happens to be \$65 million less than what is available. Handling wastewater will cost \$230 million over the next 10 years. That is \$40 million short of what is available. Roads will cost \$700 million. That is \$120 million short of what is available. As taxpayers, we need to generate over \$225 million over the next 10 years to hold up our part of the partnership required for growth. The tiers and priority areas are the way the members of the CPC chose to help make that partnership workable through progressive and planned growth.

Zygielbaum asked the Commission to keep track of the facts, despite all the rhetoric. He asked the Commission to recognize the plan as a living document designed to accommodate the growth of Lincoln while maintaining the values and quality of this place we call home.

Newman asked Zygielbaum whether he believes the CPC was very balanced as far as representative of the community. Zygielbaum believes it was good representation. Newman sought confirmation that the CPC came up with the tiers, priorities and acreage policy. Zygielbaum would not say they reached consensus—it depends on your perspective and the interest you represent. But it is the fiscal issue that drives the tier and priorities.

Schwinn commented about the affordable housing issue, pointing out that in the early 1990's, Lincoln was in the top 5 (rather than 94th). What happened? Zygielbaum did not know. But he cautioned that the Commission must be careful with statistics.

18. Stephanie Dohner, 2314 So. 10th, appeared in support of Lyn Kathlene's testimony given on March 13, 2002, regarding the public transportation system. The transportation committees essentially proposed that the long term plan include a multi-modal transportation system that is balanced and equitable, i.e. there is some way either by walking, connecting to a bus, a bike path, or some other method, that you can get all the way around town. The transportation committee recommended the creation of a city department or division with a transportation specialist to help

create and maintain this kind of system. It is also recommended that federal transportation dollars be allocated to conduct a comprehensive study of transportation and that a master transportation plan be developed.

Dohner believes the feds would appreciate a proposal that addresses public safety with more police officers. However, if we had an integrated transportation system we would have fewer automobiles for the police to chase. In addition, we don't really know what the future is going to bring as far as fuel availability is concerned. We don't know if we are going to need to change over to foreign based fuels. After 9/11, people do not know how safe our current transportation system is and how much we can depend on it.

19. Mary Roseberry-Brown, 1423 F Street, testified in opposition to the study for the Yankee Hill Road extension over Wilderness Park. 33 years ago the charter for Wilderness Park was signed. Since then, thousands have considered it an oasis. But the time has now come to consider Wilderness Park as a magnet center—a place for community focus and strength, a place seen as a centerpiece with its integrity protected. All plans for zoning, roads or buildings should be made with the integrity of Wilderness Park as the guiding principle. As we all know, there is an aspect in the Plan that violates that principle, i.e. the Yankee Hill Road extension. Roseberry-Brown believes there are several misconceptions. It is a misconception that federal money will be used for the road through the park because the federal 4f regulations prohibit use of federal money to build a road through a public park unless there are no reasonable prudent alternatives. Roseberry-Brown has discussed this with the Federal Highway Administration and was told that it is extremely unlikely that the city could show no reasonable or prudent alternative to this road and therefore federal funding would not be available. She has received this same information from the State Department of Roads.

Roseberry-Brown suggested feasible and prudent alternatives to running a road through the park: 1) not to build the road--this option would be reasonable at this point as studies which have been done by LSA and others, show that the effect of Yankee Hill Road through Wilderness Park “would have limited benefits and would likely score poorly in terms of congestion reduction and cost effectiveness when compared with other, more beneficial projects across the city.” This report was issued by LSA Associates on January 9, 2002 (**Exhibit #35**), and the CPC did not have access to it. 2) The other reasonable and prudent alternative would be to expand and improve the current corridors through the park when needed.

Roseberry-Brown also cautioned that Wilderness Park has inherent conditions which would bring in additional federal regulations. It has a national recreational trail, which is one of four in Nebraska. This trail would bring in National Park scrutiny in addition to FHA scrutiny. The National Park Service would not approve this road extension. There are wetlands that would be crossed by the road and this is prohibited. Several reptile and amphibian species have potential to be in Wilderness Park. Their presence in the park would trigger Fish and Wildlife Regulations prohibiting their disturbance.

Another misconception presented to the Mobility & Transportation Task Force and the CPC was that the Department of Roads wanted interchanges in its roads every two miles, and because of that, there needed to be an interchange on Hwy 77 with Yankee Hill Road. Roseberry-Brown has spoken

with the Department of Roads and has been advised that instead of requiring a maximum of two miles, the State requires a minimum of two miles. The CPC and Mobility & Transportation Task Force were told the maximum of 2 miles, so they did not have the full value of all the information when they made their decision. The State requires a minimum of 2 miles between interchanges but there is no required maximum distance between the interchanges. Since the actual distance between the proposed Yankee Hill Road interchange and Warlick Boulevard on Hwy 77 would be only 1.3 miles, that would violate the state requirement of putting a 2-mile distance between the interchanges.

Another misconception presented by Brad Korell to the CPC was that 25,000 people were projected to go in south of Old Cheney and they would need the north/south connection, but Korell neglected to say those people would be living mostly east of 40th Street. Roseberry-Brown believes that the widening of Hwy 2 to 6 lanes from 40th to Van Dorn will take care of those 25,000 people needing more roadway.

Roseberry-Brown urged that the Commission keep Wilderness Park as a magnet center; keep it as a centerpiece that should not be violated, fragmented or minimized. She requested that the Yankee Hill road extension study be removed from the Comprehensive Plan. It has been studied enough. We do not need to spend the money.

20. James Barnes, 1919 E Street, walked to this hearing from his wonderful home on a small lot and discussed urban growth. He moved to Lincoln in 1967 from upstate New York. He believes that this state provides great opportunity for people coming from all over the world.

His concern is urban growth in the city. He recited several of the 12 big myths of urban growth from a book entitled, *Better Not Bigger*.

Myth: Growth provides needed tax revenues. The general rule is, the larger the city, the higher the taxes. Almost never do new taxes cover the new costs. The bottom line on urban growth is that it rarely pays its own way.

Myth: If we try to limit growth, housing prices will increase. Some cities with strong growth controls have the most affordable housing with active low cost housing programs.

Myth: Most people don't support environmental protection. Polls and surveys have disproved this for decades.

Myth: We have to grow or die. Many kinds of growth cost more than the benefits they bring, so the more growth the poorer we get.

Myth: Vacant lots are going to waste. Studies show that open land pays more in taxes and services. Open land absorbs floods, cleans the air, harbors wildlife, and increases the value of property nearby.

Barnes believes that Lincoln is the Star City. If we simply limit growth and have affordable housing, we can be a shining Star City.

21. James Swinehart, 1834 Ryons, a Nebraska licensed professional geologist teaching a class for non-science majors at the University on environmental geology, testified in opposition to development in the floodplain and floodway. Geologists are forced to think in terms of 10's 100's, 1000's and millions of years. Landscapes do change. Change is part of the process of geology. Geologists have not done a good job of convincing the public or development community that sometimes the best management practice is to go with the flow of nature and not try to work against it. There are hydrologic effects of urban growth. It has been found that as you increase the amount of impervious area with more urbanization, the yearly flood can almost double in magnitude and discharge. Swinehart gave some flooding statistics (**Exhibit #36**) and urged that development be kept outside of the floodplain and floodway.

22. Andy Barry, Rt. 1, Box 12, Raymond, who owns farm land in northwest Lancaster County, testified in support of one house per 80 acres of land because farming has an important place in Lancaster County. Lancaster County is a good place to farm and a better place because there are farmers in it. Since Lincoln was founded, farmers have been helping Lincoln with residents, food, and culture. People like Lincoln because it is located in a rural community. It is not surrounded by miles and miles of sprawl. The relationship between farmers and the city has been a good one, but the relationship between farming and acreages hasn't been so good. Acreage development wastes a lot of farm land. Acreages also consume more in government services than they pay in property taxes. This results in farm landowners paying more property taxes to support the services that the acreage owners are using. Acreage owners and farmers often disagree about how the country should look and how it should smell. The letter from the County Board addresses some of those problems. But if the 20 acre rule remains in effect, it will be a death sentence for farmers in Lancaster County. The people that are moving out from the city to live in the country will be disappointed when there aren't any farms left. Predicting land values is speculative and he does not believe land in Lancaster County is going to decrease in value.

The inequity between the south part of the county and the north part of the county is the only problem Barry sees in the plan.

23. Doug Dittman, 17015 N.W. 70th, Raymond, who farms in northwest Lancaster County, testified in support of the 80 acre ruling and maintaining agricultural parcels in agricultural size. Dittman is involved in the food network. There is a healthy farmers market in Lincoln and a wonderful vibrant group of local producers in the County that are looking to Lincoln consumers to determine what to grow. His family marketed all of their food off the farm direct to consumers in Lincoln. By maintaining small farms in Lancaster County, we are broadening the agricultural base and that base makes a more secure and stable city of Lincoln. We do share relationships between farmers and the folks in the small towns and the folks in City of Lincoln. We need to further develop those relationships and work together. We all need each other.

24. Margaret Vrana, 1919 E Street, testified in opposition to the Yankee Hill Road extension over Wilderness Park. At the February 13, 2002, working session of the Planning Commission, the

Director of Public Works was overheard saying, “What are these people so upset about, it’s just a study”. Vrana suggested that the longest of journeys begins with a single step. Once you begin moving in a particular direction it is all the more difficult to alter your course. Committing to conduct another study of the Yankee Hill Road extension commits the city to holding off on other committed projects. The intersection at So. 14th, Warlick Blvd. and Old Cheney Road is a committed city project, but the Public Works Director said he cannot begin development of a plan until he knows what is going to happen with Yankee Hill Road. If the study supported the extension of Yankee Hill Road, that is a process that will take many years. Meanwhile the intersection at So. 14th, Warlick Blvd. and Old Cheney Road, which is approved for construction now, will remain an unnecessarily dangerous intersection. Vrana requested that the Commission accelerate the improvement of a dangerous intersection by removing the Yankee Hill Road study from the Comprehensive Plan.

Vrana believes there is a perception that someone who stands to gain financially might be influencing the process. She noted the land ownerships that would be affected: Wells Fargo, 26.7 acres (Brad Korell is the President of Wells Fargo and member of the CPC); Rokeby Limited Partnership (Seacrest family) owns three parcels adjacent to Wells Fargo; Rick Krueger, another member of the CPC, owns 16 commercial parcels south of Pine Lake Road on the east side of So. 14th, and property north of Yankee Hill Road on the east side of So. 14th; and Mega Corporation is the primary landowner of the Horizon Center on 14th between Yankee Hill Road and Pine Lake Road. The value of this land would increase significantly. There is no sure way to know if this improper influence has kept the project alive.

25. Martha Lee Church, 1135 M Street, testified on behalf of the **Lincoln Chamber of Commerce**. She is chairperson of the Chamber’s Government Affairs Committee. The Chamber is primarily interested in having a Comprehensive Plan that improves opportunity for economic development and she believes this plan includes several components that are aimed at accomplishing this goal. The Chamber is generally supportive of the economic development components, including identification of existing building blocks including the growth of technology-related private sector businesses. Lincoln also has several home grown industry businesses that are nationally recognized which have provided stability to our economic base. The Chamber supports the plan recommendation of the expanded role that regional economics will play in our future. It will be desirable to work in a regional manner in the near future.

The Chambers supports the 2.0% and 2.5% growth for commercial and industrial.

The Chamber hosted several briefings to business organizations. One of the earliest concerns identified was whether the land identified will provide the proper balance for the demand for commercial, industrial and residential land. The Chamber recognizes the many hours of work of the CPC and staff and expertise of its own members involved in development of the proposed plan. The Chamber would request the Commission to properly weigh the balance of these interests that are vital to the community’s future.

26. Wayne Nielsen, 13800 No. 70th, has served on the City-County Planning Commission, the Transportation Committee for this plan and was part of the planning process in the late 50’s when the Comprehensive Plan was adopted in 1961. He noted that the 1961 Plan was not too far off.

A lot of problems would not exist today if that plan would have been followed.

Nielsen believes that the farm families want to maintain a sustainable and viable farming operation. However, it makes for more difficulty if growth becomes haphazard around the farms. Unplanned growth does not result in cheap land for houses. In the late 1950's, he worked with Doug Brogden (former Planning Director) to develop a plan for the rural area. That is where the 20 acres was instituted, after discussing a number of alternatives. It maybe was not perfect but it has weathered all kinds of assaults for over 40 years. Nielsen stated that he really does not have much problem with the density proposals. In his area it would allow for considerable increase in acreage housing. However, one has to be real careful about how the rules are drafted. There is some inequity in the proposal that the southern part of Lancaster County can sustain more development than the northern side. This needs some work. He also has a problem with some of the testimony that says that growth is great for the city. If growth is so great, the taxes for the school district should be way down.

Larson inquired as to the purpose of the 20-acre rule when it was enacted. Nielsen stated that the same issues were prevalent then that are now. We were worried about the infrastructure that would be required of a lot of acreages—roads, schools, fire, police, etc., and it was customary then that acreages do not pay their way. The farmers would be supporting them and we as landowners were reluctant to play Santa Claus to acreages. We talked about 80 acres, we talked about 10, 5, etc. The consensus seemed to be that 20 acres would be fairly reasonable, even for those that wanted to sell some land and those that wanted to maintain farming.

Larson believes it was a one-year windfall that dropped the Waverly taxes two years ago. Nielsen stated that he served on the Waverly School Board for 12 years and it encompasses about 300 square miles. We were aggressive in reorganizing the school district because we knew that agricultural land has a lot of assessed valuation to support the school. We were able to maintain a relatively low tax rate. Then along came the Legislature finding Waverly to be a rich school district, so the state took away the school aid. We were looking ahead to develop a large school district and then we get our state aid cut.

27. Rod Hornby, 7901 Eastpointe Road, testified in support of adding more developable land to Tier 1. It doesn't mean it has to be developed—it just has to be there. He is fearful of the evil capitalists turned environmental. Both sides stand to gain by putting more land in Tier 1. Hornby is also opposed to the Yankee Hill Road study. He also believes that the proposed plan is filled full of code-type components that do not need to be in the Comprehensive Plan.

28. Lynette Helling, 8500 Lightner Lane, Holland, owner of Interim Health Care of Lincoln and representative of **LIBA**, testified in support of more affordable housing. What does affordable housing mean? It means an employer of 250+ employees that live in this area that provide home health care and nursing home support. We are faced with a critical nursing shortage and health care shortage. She wants the plan to help keep homes more affordable so that she can be a supporting business owner and keep people alive. If people cannot afford to live here they will go somewhere else.

29. Mary Kuhlmann, 7832 Broadview Drive, Secretary of the **Realtors Association of Lincoln**, testified with concerns that our average workers will not be able to afford a decent home in the future. She is afraid new business will pass on Lincoln if home prices are too high. A recent study showed that housing availability, quality and costs were about as equally important as family ties for moving to Lincoln, Nebraska. (**Exhibit #36A**).

30. Judy Sasek, 5211 Frankton Court, realtor, homeowner and taxpayer, testified in support of eliminating the proposed priorities in the Tier 1. These were included late and received little CPC discussion and no public hearing. Tier 1 priorities make land that can be developed unavailable and otherwise delays additional development. It creates artificial shortages of land that can be developed and forces lot prices to be higher, resulting in unfavorable things happening, such as fewer affordable homes available because people cannot move up. When average workers cannot afford the homes, good jobs will go elsewhere.

In addition, Sasek believes the Tier 1 priorities create artificial shortages of land resulting in higher home prices, loss of jobs and reduced tax base.

31. Pace Woods, 5706 Rolling Hills, who has been in the business of land development for 42 years, testified that scarcity of home sites in Lincoln has been one of the main factors which has driven up lot prices in this community. Failure to offer a supply of adequate raw land or development has forced the purchase of very selective areas around the city on its edges at inflated prices. That cost is ultimately passed on to the consumer. He is concerned about restricting the development of Tier 2 until Tier 1 is fully developed. A costly restriction will seriously damage the continuing ability to offer to the public all levels of housing types, including affordable housing. It will also radically erode a tax base and prevent us from meeting the goals, obligations and dreams that our city fathers have promised. Without a growing tax base, how are we going to meet our obligations to supply funding for Antelope Valley, the South and East Beltways and other critical city services? Constraining the projects which can assure the success of our future is not the blueprint for a successful community. (**Exhibit #37**)

32. Roger Rhynalds, 3201 Edward Court, immediate past President of the **Home Builders Association**, submitted proposed amendments from the Home Builders Association and the Realtors Association of Lincoln (**Exhibit #38**):

--Delete all mention of priority designations.

--Expand Tier 1 in Stevens Creek by adding sub-basin W-D, W-E, W-F and the north half of sub-basin E-A.

--Expand Tier 1 to the north by adding the portion of sub-basin N-2 shown in Tier 2.

--Add symbols to the new proposed commercial/industrial centers at Highway 77 and South Bypass, Highway 2 and South Bypass, 98th and Highway 6, and Highway 77 and I-80.

--Include the recommendations of the Stevens Creek Task Force and summary report in the Plan.

--Add language regarding the sizing of utilities so that they can accommodate service in all developable areas in each watershed in Tier 1, whether planned now or in the future.

--Any acreages that come forward in the future be allowed to be built through so that they can be incorporated into the city as the city grows

--Strike language that prohibits acreages in the 3-mile.

--Wherever in the Plan the phrase “right to farm” appears, substitute “property rights of agricultural land owners”. The “right to farm” is too restrictive.

--Add language on affordable housing for the average worker and people in Lincoln.

Rhynalds pointed out that the recently released 2000 Census confirms that in the past decade our city grew by 9 people per day. Where are these people coming from? Some are coming from within our city limits, some are moving from other parts of the state or other states, and international immigration accounts for a large percentage. Just as many of our ancestors came to America, these new immigrants are also seeking a better way of life. A huge part of the American Dream has always been to own your own home. Home ownership strengthens the social fabric of our city. We must facilitate home ownership by providing a wide range of housing choices. Growth is driven by population changes, not by the comprehensive plan or private development. In the Stevens Creek watershed we have before us an opportunity to create exciting new neighborhoods. Please provide an adequate supply of developable land for new homes and business in all directions, but especially on the west bank of Stevens Creek.

Carlson asked Rhynalds for his thoughts about providing infrastructure in the new areas. Rhynalds believes that in the Stevens Creek area there is good access already to gas and water; the sewer will be an expense but it is not something that has to be paid up front. Carlson asked whether Rhynalds would anticipate trying to finance a trunk line all the way down to Hwy 2. Rhynalds' response was that that would be wonderful because the person at the end of the sewer line commands the high prices. That would eliminate the hostage situation the developers are facing. Rhynalds believes there are ways to raise the money for infrastructure, i.e. revenue bonds, etc. The main thing is to identify that area as something that we want to serve and then we'll figure out how we are going to pay for it. We've managed to pay for all the development we've had so far.

Newman asked Rhynalds to define the phrases “right to farm” and “property rights by agricultural landowners”. Rhynalds believes “right to farm” sounds a little bit narrow because it refers to only farming. An agricultural land owner has the right to do what they want with their property.

33. Darlene Starman, 1030 Rockhurst Drive, Vice-President of the **Realtors Association of Lincoln**, testified in support of the addition of more developable land to Tier 1. She submitted a report from the Brookings Institution (**Exhibit #39**) which measured recent trends in how rapidly

American metro areas are consuming land in order to keep up with changing populations. This is the first national study to measure consumption of land in proportion to population growth from 1982-1997. 281 metropolitan cities were studied. The study showed that between 1982 and 1997, the amount of urbanized land in the US increased by 47%, while during the same period the nation's population grew by only 17%. Contrary to that trend, of the 281 metropolitan areas included in this report, 17 of those cities did gain in density. Lincoln ranked as the 9th highest city for greatest density gain of all the 281 cities studied. This confirms her belief that Lincoln does not have an urban sprawl problem and this should not be used as an excuse to limit the amount of land available for growth. If this plan were adopted, Lincoln could experience an increase in population density over the next 25 years of more than 27%. If home prices are to remain affordable, sufficient amounts of land need to be readily available. Starman urged the Commission to support the Realtors Association's efforts to add more developable land to the Tier 1 future growth area.

34. Lynne Schroeder, 3737 So. 27th Street, appeared on behalf of the **Realtors Association of Lincoln** and as a private citizen, and testified in support of adding acreage development by adopting the proposed build-through design standards. These design standards prepare acreage properties for future annexation and place acreage home buyers on notice that development may one day reach them and they may be absorbed into the city.

Schroeder believes that the one house per 80 acres in northern Lancaster County is overly restrictive and does not reflect what the majority of the landowners want. She is sensitive to the perception of unequal treatment between north and south Lincoln and we do not want to feed that perception. The 80 acre rule may also serve to reduce the county's tax base as families wishing to live in the county are further drawn away possibly to adjacent counties. Lincoln workers outside the county create additional road costs for the community.

35. Ralph Hayden, 8221 Sandalwood Dr., testified that widening streets helps in the short term but will not serve all of Lincoln's transportation problems. Businesses, apartments and other higher density properties should be placed next to the transportation corridors. This would allow for more effective and efficient use of additional buses and eventually light rail within the city. More efficient transportation corridors within the city would also enhance the feasibility for commuter rail between Lincoln and Omaha. Efficient frequent buses and rail transit will also serve all persons who cannot drive. Hayden requested that the Comprehensive Plan emphasize planning for better public bus and rail transportation.

36. Keith Stewart, 2010 LRA, Ceresco, owner of land in northern Lancaster County, is concerned about the eight dwelling unit density per 640 acres. The number one concern is the fairness of treatment north and south across the county. This would be a taking of value. An issue in northern Lancaster County is an aging population and a decline in enrollments in our schools. With the way schools are financed, i.e. Raymond Central, a lot of the money comes from state aid which is based on student population. While the average cost per student may be in the neighborhood of \$7,000, the marginal cost for adding one student is many times next to nothing because you already have the teachers, classrooms and infrastructure in place, and yet if Raymond Central should lose 25 students, they would lose \$100,000 more in state aid. The drop in our cost of providing education won't match up. What has helped to support or maintain the student population at Raymond Central

has been the increase in population on acreages. The towns up there have been fairly slow growth or non-growth and the population in those towns is aging so there are less and less students being brought out from the towns.

37. Jeff Altman, 5120 Pawnee Street, cane travel instructor for the Nebraska Commission for the Blind and Visually Impaired, second Vice-President of the National Federation of the Blind, Lincoln Chapter, and Chair of the Public Transportation Committee for the NFB, Lincoln Chapter, testified regarding the public transportation system. The number of people who are becoming blind is increasing at a very sharp rate and will probably increase by 100% within the next 30 years for people over the age of 40. Other disabilities are likely to see similar increases. This is primarily due to the aging of our population. Right now, according to federal statistics, 50% of the U.S. population cannot drive. 30% of the adult population is believed to be unable to drive at this point in time. That is a lot of people who are being kept from the opportunity to find employment, to participate economically in our community and being denied the opportunity for the types of socialization that other people enjoy. His goal is to make sure that blind individuals have the ultimate opportunity for employment and participation in their community. He encouraged the Planning Commission to restore the language regarding public transportation to the long term Comprehensive Plan. He requested an amendment that will require a study to determine the most effective manner for public transportation in this community. We need a multi-modal transportation system in place. Nothing has been provided for people to look at as to how congestion and the other problems of the urban environment can be addressed by public transportation. There needs to be a study included to determine how light rail and effective bus transit could correctly impact the problems of congestion. Altman has provided the Commission with a study that shows that those communities that have attempted to address their congestion problems with the widening and expanding of roadway systems have failed. Those with light rail and public transit solutions have succeeded.

Altman requested that the Commission retain the three tier structure for development. These new communities that are built on the outskirts of this city and beyond segregate people who cannot drive from living there. You cannot live there if you do not drive. That means you have to live here where there is public transportation. Uncontrolled growth means that buses that serve the people here within the community are going to move out to where the people are. It means I may not be able to shop for groceries. I may not have a job. I may not have the opportunity to go to church. If we allow that kind of expansion, part of our population will be stuck here in the city without options.

Altman also pointed out that large cities have these things called slums. They didn't happen overnight and they didn't happen because they were planned. They happened because everybody else moved out. The people that could not afford to move out were left. We will have slums if we allow this kind of expansion to take place without having more densely populated areas in Tier 1.

Altman does not believe the real estate association is building low cost housing. By expanding beyond tier 1, property values here are going to fall and our taxes will go up to pay for the infrastructure. It has been stated that new development pay for itself. Fine, let them pay for their own infrastructure.

With so much emphasis being placed on expanding outward, we’re going to have the tax base for services such as public transportation eroded here in Lincoln and we are going to end up in a situation where people are stuck here and they can’t get anywhere else.

38. Greg Shinart, 1600 Windhoek, testified on behalf of **Aquila, formerly Peoples Natural Gas**. Aquila, LES and Lincoln Water System have infrastructure in the ground ready to provide Lincoln for the growth to the east. Aquila is building a new high pressure natural gas main at Hwy 2 and 98th positioned to continue north. Aquila serves Walton and Waverly east of Lincoln. Utilities are in place waiting to allow Lincoln to grow to the east. Shinart proposed adding W-D, W-E and the north half of E-A to the Plan.

39. Jim Christo, 6945 No. 7th, endorsed the recommendation of the Lancaster County Board to return to the 20 acre requirement and get away from the disparity of northern and western Lancaster County from southern and eastern Lancaster County. Acreage development is a very viable lifestyle alternative for a lot of people. If we don’t provide that lifestyle, people demanding it will go outside Lancaster County. Christo also supports the build-through designs standards.

40. Kevin Burklund, 3930 B Street, a member of the special interest group of realtors who represent homeowners and property owners, testified with concerns about the price of homes. Part of the reason the homes are so expensive on the outskirts is because the lots are so expensive. Affordable homes are an important factor when attracting new business and industry. Burklund submitted a report of median home sale prices in Lincoln (**Exhibit #40**). In 2001, the median price was \$117,400, higher than many other cities. We don’t have other amenities to attract people such as mountains, the ocean, etc., so affordable housing is important if we are going to compete successfully with other communities. In an effort to keep prices down, Burklund supports the elimination of the development priorities in Tier 1, adding more developable land to Tier 1 and allowing for acreage development by adopting the build-through design standards.

41. Bob Rentfro, 4900 Trotter Circle, home builder, gave an example of some of the problems a home builder has in the affordable home building market. He builds approximately 5 houses per month. He is in need of lots all the time. Areas near the perimeter of the city are expensive. He built three years ago in an area of Timber Ridge in west Lincoln on West “A”. He was purchasing lots 3 years ago in the \$19,000 range. Those lot prices have now increased to close to \$30,000. Affordable housing that he started with was \$112,000 to \$115,000. By the time the three year period went those same houses were going in the high \$120,000’s. This shows the rapid rate of inflation even in affordable housing. This means that inflation on those lots are approximately 1% per month. No other products or services are gaining more than 3% or 4% a year. Why do builders pay the prices? Because there are no other places to go. Those lots are very limited.

Schwinn asked Rentfro to describe his buyers. Rentfro advised that his buyer is the first time buyer coming from an apartment when he has his second child. A number of other buyers are the second time buyer moving from an older existing home in the city and they want to have a larger lot and have a newer house with a more efficient heating system and more efficient home for their children.

42. John Carlini, 712 So. 11th, testified in opposition to the Yankee Hill bridge over Wilderness Park. He lives downtown where Wilderness Park and other natural areas are important to get away from the congestion and stress of the city, offering a place of solitude, tranquility and interest. He is interested in nature and found Wilderness Park a rich source of information. It's a good place to study and enjoy nature. The Yankee Hill bridge seems intrusive, expensive, unnecessary and beneficial only to a select few. Native prairies and saline wetlands offer interesting and unique places to study and enjoy. It is in the best interest of everyone to preserve these habitats.

43. Shari Schwartz, 712 So. 11th, testified in opposition to the Yankee Hill bridge over Wilderness Park. She is an outdoor enthusiast in support of Wilderness Park and the saline wetlands. These areas are abundant in wildlife and they are very conveniently located. She hopes we can incorporate them as the capital city grows from being a beautiful small city to a beautiful large city.

44. Barbara Allen, 2320 Sheridan Blvd., testified on behalf of and as Vice-President of the **Preservation Association of Lincoln**, in support of the amendments offered by the Preservation Association (**Exhibit #41**): Strengthen the historic preservation ordinances and the Historic Preservation Commission powers to prevent the demolition of historic buildings; widen the scope of powers of the Historic Preservation Commission to include all of Lancaster County (We need a historic survey of Lancaster County. We are one of only two counties in the state that has not done this); and preserve the historic public buildings for continued public use.

45. Mike Rierden, 645 M Street, testified on behalf of **Lincoln Federal Savings Bank**. Lincoln Federal has just acquired 585 acres, bounded by 27th Street, 40th Street, Yankee Hill Road and Rokeby Road. The proposed land use plan shows this entire area as urban density residential (**Exhibit #42**). Rierden requested an amendment to add the neighborhood center and a community center. This request has been made of the Planning Department previously and there have been a number of discussions. This is a good location for the community center. The proposed land use map shows the community center basically in the intersection because the proposed language talks about a general location until further study is done. The neighborhood center needs to be designated as soon as possible and he believes the staff will support it. The staff would like to see it more toward the corner section line, down 27th or down Yankee Hill Road. However, this is not possible because there is property owned by the school and they don't want to locate near retail type development. They cannot go the other direction with the neighborhood center because Lincoln Federal does not control some of that property.

Rierden's exhibit sets forth the criteria for commerce centers, community centers and neighborhood centers. The criteria for neighborhood centers provides that the neighborhood center should generally not be developed at corners of intersections of two arterial streets. "...There may be circumstances due to typography or other factors where centers at the intersection may be the only alternative." Rierden believes that, under the circumstances, this is the only alternative for that particular neighborhood center. Rierden submitted that this proposal fits all of the criteria for both the community center and the neighborhood center.

Rierden stated that Lincoln Federal will be coming forward with a preliminary plat application on this entire area. The most critical area is the area up in the corner for the neighborhood center. Most

of that area is sewerable; however, the rest is not sewerable at this time and Lincoln Federal has been having discussions with Public Works about that.

Schwinn believes this will be found to be in conformance with the Comprehensive Plan.

46. Debby Brehm, 10400 Yankee Hill Road, appeared as the **LIBA** representative on the CPC and one of the four people who drafted the minority report. Her top concern is the idea of having priority areas in Tier 1. She is sorry it is even being considered. Page F33 states that improvement should not commence in the priority 2 area until infrastructure is completed in the remaining priority 1 areas. She purports that this is not thinking things out clearly at all. It does not take into consideration the desire of the community of where people may want to live or may want to work. When you prioritize, you restrict certain areas that the public may want to live in. All of Tier 1 should be one shade of red and let the market determine where the infrastructure will go. You cannot force people to live where they don't want to live. Brehm urged the Commission to eliminate the three priority areas in Tier 1.

*** Break ***

47. Bill Crawford, 105 No. 8th, testified regarding the public transportation/bus system and the difficulty that the people with motorized scooters are having with the buses. The disabled are having problems with where the new buses are dropping their lifts. LTS just spent money on new buses and they should be able to work for disabled as well as non-disabled persons.

Duvall suggested that Crawford pursue the StarTran Advisory Committee. Crawford has not pursued the Advisory Committee but he would request that the buses be careful and cognizant on where they drop the ramp.

48. Bob Petersen, 6035 Sumner, testified regarding affordable housing. In his earlier years he worked for a family construction company involved in affordable housing and building for first time home buyers and first step-up home buyers. To the extent we make land available will make land less costly. He is opposed to completing development in Tier 1 before proceeding to Tier 2. As an example, he referred to Wedgewood Manor, which is located on property that was owned by the federal government as part of the VA campus. During the Eisenhower administration, excess land was sold and this property came on the market. At that time, O Street was paved as a federal highway but 70th was a 2-lane gravel road beyond the Veterans driveway. Had this Tier 1 policy been in effect at the time, the land would have been in Tier 2. There was a sewer connection point on O Street and we were able to bring it into the city in stages. If we draw the noose too tight on the land available, we may miss opportunity for land that comes on the market unexpectedly.

49. Troy Kash-Brown, 8350 West Van Dorn, testified in support of sustainable agriculture. He does not see in the Plan any way that agricultural land is treated other than for potential development. He is involved with the Nebraska Sustainable Agricultural Society and has served on their board (**Exhibit #43**). There are alternatives to growing grain and sending it off to China or to raising livestock and sending it off to Tyson Foods. His interest is local production of wholesome healthy food. The federal government program, The Farmland Protection Project, provides for land

that is held for strictly agricultural purposes. His emphasis is that that land should be held as food production for the local economy and environment. Consumers more and more are becoming more aware of the food that they are eating and want a healthy and nutritious diet. Ideal Market and the Open Harvest Cooperative seek to get all of the local produce to sell. This also supports the local environment by being grown sustainably and most of the livestock is on grass based livestock feeding so that they are not in feedlots and not in confinement houses. These parcels of land could be done on a volunteer basis so that the farmer doesn't have to link into this program. This agricultural production of local food will spin off other businesses and opportunities for people in the local economy for processing that food, i.e. grassed dairies and for other equipment manufacturers. The model we are looking for is not one 2,000 head dairy but to have several hundred small diverse farmers raising the dairy cattle. There is no need for erosion control, so it is a healthier environment.

Kash-Brown is a Lincoln City Firefighter. He is being asked by the Mayor to forego some of his wages to help support the city services that are provided. If there is so much money in the development, why is he being asked to help write the check for city services for the citizens of Lincoln?

50. Kent Seacrest, 1111 Lincoln Mall, Suite 350, appeared on behalf of eight different developer and property owner interests (Tom Schleich, John Schleich, Tom White, John Brager, Ridge Development Company, Southview, Inc., Large Ltd Partnership and Rokeby Ltd Partnership). The group of developers have been able to develop in south Lincoln as well as in the Highlands and a lot of different regions of this community. The Seacrest clients support the multi-directional component and also have interests of going into Stevens Creek. There is also an interest in going into Southwest Lincoln.

The proposed amendments are found on ***Exhibit #44***:

--Add the area north of "O" in Stevens Creek to priority one.

--Agrees that there need to be some priorities as far as determining the infrastructure. But, instead of doing three phases in the first 25 years, break the map into two phases with the first priority being 10-12 years, allowing the market more choices within the priority blocks.

--Expand the south priority 1 area to include the area ½ mile south of Rokeby Road generally between So. 20th and So. 48th Street.

--Delete the onerous language that says all of priority 1 has to be built before touching priority 2.

--Seacrest's clients have interest in southwest Lincoln. There are four different sub-basins in the southwest. Right now the plan is too tight. Seacrest proposed to allow more competition in southwest. Within one year of the adoption of this plan, there should be a study to determine which of the five southwest basins is the best.

--Tougher language on affordability of housing. A safe resident dwelling should be available for each citizen.

--No heavy industrial land is shown in south Lincoln. Everything is up north or along West “O”. With this amendment, within one year a heavy industrial site in south Lincoln should be identified to reduce the work/live trip.

--The plan does not designate where the neighborhood centers should go--they float. Seacrest proposed that within one year of the adoption of the plan, the bulk of the neighborhood centers get identified so that those homeowners are not surprised.

--The new proposed language is weaker than the current Comprehensive Plan on medical health care. This is a big economic engine in this community. It should be a strategy to be a regional center in southeast Lincoln. We have to make hospital expansion happen when necessary.

--This plan should not incorporate any study that has not been completed, reviewed or approved. This violates some due process.

--Seacrest points out that the word “shall” is used several places in the plan. The plan is a guide and he believes “shall” comes at the next stage when we do the zoning and subdivision. “Shall” should be replaced with “will” or “should”.

--There need to be more maps showing where infrastructure is going. The old plan had lots of maps. Citizens like to know, as well as developers.

--Enlarge the maps to make them easier to read. The maps include key information that the citizens need to be able to read.

--The current plan allows any private sector person to request a comprehensive plan amendment once a year. The Planning Director can say it's a bad idea, but it should be allowed. The way the language is worded now, the Planning Director is the gatekeeper and responsible as to whether that amendment comes to the Commission. The citizens should have the right once a year to recommend something for their community document.

--It is time to do the airport update study. We've been talking about it for 5 years. This amendment requests that this study be done.

51. Eleanor Francke, R.R., Walton, addressed three topics, all related to the rural issues (*Exhibit #45*). She requested to delete the reference to the 8 dwelling units per square mile for the north area of the County unless data clearly supports that this approximately 150 square miles of land is uniformly inappropriate for more intense land uses.

Given the lack of consensus and limitations on time for decisions about rural land use matters during the CPC work, the rural land use study recommended in the review draft needs to be supported. Such a study should help deal with the relationships among the unresolved important land use issues such as right to farm, declining farm population and pressures for acreage development and urbanization.

The review draft recommends increased incentive bonus for environmental and historic preservation. As the CPC did not submit a recommendation on the incentive bonus, it too should be included in the rural land use study (F77).

The issues related to regulations such as undefined protection corridors and smoke buffers also need additional study. These two issues might well also be added to the land use study.

The CPC did not study the Stevens Creek report with the intent of determining which of the recommendations should be incorporated in the review draft. In order to show respect for the ideas in the report and the citizens who participated, the review of the Stevens Creek report should also be included in the rural land use study. This would facilitate a broader base for residents to deal with the issue of Stevens Creek, which has been considered a hot spot for many decades.

The proposed land use study is also expected to include a study of a build-through strategy. The adoption of a build-through approach should help facilitate a more compatible transition from urban acreages to rural.

The review draft recommends that the rural land use be completed in one year (F77). This time lag may be too ambitious to allow adequate study. Francke recommends that the language be modified by inserting “approximately” one year in the second paragraph on F77.

Given the number of complex unresolved rural issues, it seems unreasonable to expect the Planning Commission to resolve all of these issues within the March, April, May timelines. This Comprehensive Plan, due to its 25 year length and anticipated population growth, provides a very important transition for the community and should not be short changed. Francke recommends that the Planning Commission formally consider an amendment that the current rural land use policies continue to be implemented until the rural land use study is completed.

52. Rev. John Tyler, 3855 Steele Ave., is most troubled about the development on the outer edge versus the Downtown and the near Downtown neighborhoods. All our push has been on the outer edge in terms of our vision. He hears a lot of talk about a lot of money available for development on the outer edge. He has a sinking feeling that maybe he’s paying for that. We all are. This growth is not something that is free. The investment comes from us short term. Money for infrastructure does not come easily.

He is concerned about the vision. Are we going to have a tale of two cities in Lincoln--the suburban new wealthy city and the Downtown poor neglected city? As he looks at business development in the core, he’s not seeing a lot of business development. He is seeing neighborhoods that look pretty neglected. He’s seeing tremendous investments in infrastructure and new housing on the outer

edge. The talk is about affordable housing. The houses on a suburban edge are not affordable housing. Whose affordable house is \$150,000? It would be worthwhile if there would be affordable housing such as apartments and duplexes built on the suburban edge. It needs to be more mixed instead of an expensive urban edge and a poor Downtown. He has a vision of a city that is mixed--that there is development Downtown--that there is investment in Downtown.

53. Jo Lewis, Unadilla, testified on behalf of **Habitat for Humanity** in support of taking the restrictive language out of Tier 1 and perhaps enlarging Tier 1. We are trying to find lots for housing for people of 50% median income or below and they're not there. When the city says there is an infill of lots available, they're just not there. They are not available or they are not buildable. Habitat for Humanity works hand in hand with the City Urban Development Department and the lots just are not available. Thus, Habitat is buying lots in new subdivisions which means they have to comply with the covenants and put on garages which raises the cost of affordability. 50% of median income for family of 4 is about \$32,000.

Lewis also works with a lot of the NIFA programs. Super targeted money is at 80% of median income, which raises it to \$45,000 for a family of four. But they also struggle there in finding affordable lots.

Lewis clarified that the Habitat lots are not subsidized. They do get the funds from HUD but they are paying market prices in all cases. The families pay a zero interest rate on those funds because it is a HUD grant. But the price paid is the same. Our thrust is to get those families in and paying the taxes. These houses pay full taxes. One of our biggest cries for help is because over half of their payments are going towards taxes and insurance.

54. Dave Grant, Rt. 1, Box 18, Davey, who also testified on March 13, 2002, provided additional information regarding groundwater levels (**Exhibit #46**).

55. Kevin Poague, 4724 A Street, testified on behalf of the **Wachiska Audubon Society**, the local Chapter consisting of 1,100 members in 17 counties. Overall, the Audubon Society believes that the Comprehensive Plan does a remarkably good job of balancing various and sometimes competing interests. They believe it offers ample employment opportunity. The residential growth provided in Tiers 1 and 2 would double the size of Lincoln by 2025. If the projected growth rate of 1.5% is too low or too high, the plan provides the ability to make adjustments. The proposed plan strikes a reasonable balance between growth and resource protection. As the vision statement says, the draft plan commits Lincoln and Lancaster County to preserve unique and sensitive habitats. Poague stressed that the draft Plan provides both vision and practicality and he urged that the final plan include the following elements:

- make commitment to the spirit and content of the Greenprint Challenge.

- make commitment to the core resource imperatives--saline and fresh water wetlands, native prairie and flood stream corridors.

- commit to five levels of green space.

- commit to the Salt Valley Heritage Greenway. It would achieve multiple objectives to make Lincoln and Lancaster County a beautiful place to live.
- keep the commitment to Wilderness Park and omit the study of the Yankee Hill overpass.
- minimize development in the floodplain areas by locating future urban development outside of the floodplain.
- acquire and relocate structures and relocate natural or open space.
- prefer contiguous and compact growth to sprawl for natural resources as well as agricultural.
- minimize infrastructure cost by keeping the priorities in Tier 1 and by not expanding Tier 1.

The quality of life for future generations will be reflected in the quality of the natural environment left to them by present generations.

56. Dave Nielsen, 7100 Raymond Rd., who farms north of Lincoln, testified in support of the 20-acre requirement. He believes all directions of the county should be treated the same. He supports the 20 acre rule as it is now, but he would like to see more growth towards 4 to 5 houses on 20 acres. He is cooperative with the City on the bio-solids project. As the city grows this project will also grow. He would submit that the Commission should look at designating the land on which they use the bio-solids. This has been a very rewarding program for the city, a savings of \$100,000 a year in city landfill fees.

Newman asked for Nielsen's position on the “right to farm”. Personally, Nielsen doesn't think they have a right to farm anymore. He has received complaints about dust, yet he runs a no-till operation. He would encourage acreages within the three-mile area, but he would do it on the build-through grid system, maybe in 3-acre lots. That's where your acreage development should be because the infrastructure is there.

57. Russell Miller, 341 So. 52nd Street, did not testify but submitted testimony in writing (**Exhibit #47**). The Comprehensive Plan should forcefully protect the floodplain of Salt Creek from any more development unless the builder can certify “no net rise”. The Comprehensive Plan should protect the water retention characteristics of Wilderness Park by making the park wider and/or zoning the Park's adjacent east and west sides.

58. Sue Dobberstein, 3628 So. 77th, did not testify but submitted her testimony in writing (**Exhibit #48**). She is opposed to the density limit of 8 dwelling units per square mile, smoke buffers and the 500' buffer to protect the Tiger Beetles. The proposed plan will leave citizens of northern Lancaster County with very little or without a livelihood and it will cause the smaller communities to decline and eventually die.

59. Lois Hansen, 2611 South 46th Street, did not testify but submitted testimony in writing (**Exhibit #49**). Hansen is in opposition to the study for a road crossing Wilderness Park.

60. Kelly Tollefsen, attorney, 201 No. 8th Street, Suite 300, testified on behalf of StreiKing Farms, and proposed an amendment to add property located north of I-80 between No. 27th and No. 40th Streets to Tier 1. This property was categorized as Tier 1 property in the 1994 Comprehensive Plan. (**Exhibit #50**). This property is shown in the proposed Plan as Tier 2 and this is a drastic change for landowners that had relied on the 1994 plan for the last 8 years. There are some environmental issues. Previously, the Planning Commission did not recommend this proposal because of the sensitive environmental issues and the infrastructure issues. Tollefsen submitted that the Tiger Beetle study is inconclusive at this time. If this property is removed from Tier 1, the Commission is preemptively striking against landowners in this area. We don't know what, if any, effect the Tiger Beetle has on this area. We don't know what development in this area would do to the ecosystem at this time. Keeping this property in Tier 1 creates an urgency to go ahead and get the Tiger Beetle study that we need to determine the effect. As far as infrastructure, there is no way to sewer the area at this time, but the ridge line has been crossed before. If we incur the expense to do it now, it will open a large section of that property to the north to development.

Tollefsen suggested that a goal should be equalized expansion. Right now, the plan calls for more expansion in the south quadrant. Unequal expansion will result in socioeconomic impacts on the north side that will affect commercialized properties in that area now.

This is a great area—it is highly visible and accessible from I-80 and No. 27th Street.

Schwinn inquired whether Tollefsen would consider it a taking if this area is designated as critical habitat. Tollefsen stated that it depends on what the study shows. At this point she could not assume that her client would or would not consider it as a taking.

61. Chris Sommerich, 4020 So. 20th Street, did not testify but submitted comments in writing, in support of including the Greenprint elements in the Comprehensive Plan. This will help preserve important wildlife habitat and ensure that Lincoln remains an attractive place for people that value quality of life over endless sprawl and housing developments. (**Exhibit #51**)

62. Bob Stephens, 2829 Van Dorn, commended the proposed Comprehensive Plan for the number of both light and heavy industrial sites that are designated. He believes it is imperative that our city provide employment centers. He also believes that there is and there will be a demand for industrial sites located outside of the floodplain, although he believes property can also be developed in the floodplain.

Stephens observed that there are many industrial sites located in the Tier 2 and Tier 3 as compared to Tier 1. Of those sites in the Tier 1, many are owned by existing industrial users that are not likely going to allow additional use of their property.

Stephens submitted that another glaring omission is the lack of industrial designation in the southeast quadrant. The southeast quadrant has by far the most land set aside for Lincoln's growth, but not a single siting for industrial operations. The plan concurs that the southeast quadrant is going to be the largest growth potential, so we build all these great houses and then we make everyone drive all the way across town to go to work. Stephens requested that at least one light industrial and one heavy industrial location be designated in the proposed growth areas in the southeast quadrant. If this is not done, then it is imperative that we open up a larger piece of Stevens Creek to at least have the opportunity for some type of industrial sitings south of O Street. The lack of industrial sitings in the southeast quadrant is not something new. It has been a historic problem. There is a tremendous demand for industrial sites and we are missing the boat if we don't try to achieve that.

63. Janet Stephens, 2829 Van Dorn, a real estate agent, testified regarding the issue of affordable housing. She has been in the real estate business for 18 years. A large percentage of her business is what some agents consider difficult and nonprofitable clientele. It can be in the form of a divorce, job loss, substance abuse, discrimination, physical problems or mental illness. Grief causes hardship. It causes a person not to trust anyone or anything. As their agent she must share in their grief to understand their true needs and recreate trust. Housing for these people brings hope back to their hearts. A home can reopen a closed heart by bringing prosperity instead of poverty. It can bring fulfillment instead of emptiness. Homes fill a need of hope. The current draft Plan creates a shortage of affordable housing. Government is not the answer for these people. People helping people is the answer for this situation. Many of her clients do not fit into well-intentioned government guidelines. Her clients which she proudly serves are not stupid. They have just fallen and someone needs to be there to help them up. A utopia is a great ideology of perfectionism but we do not live in a perfect world.

Boston has the same kind of document as this proposed Comprehensive Plan and Stephens explained what can be purchased in Boston for \$200,000.

Stephens urged the Commission to please use their hearts and not just their heads when reviewing this plan. This plan must serve all people.

64. John Ludden, 3727 Apple Street, discussed transportation issues and testified in support of a commuter rail between Lincoln and Omaha (F99). We now have \$200,000 for a feasibility study for that train between Omaha and Lincoln. It will cut down some of the traffic on the Interstate and will amply serve Lincoln very well. When trains used to come into Lincoln, business was enhanced. He believes the rail would enhance the downtown area.

Ludden is also in support of trails to the Downtown area. He quoted from research done on sprawl in other cities, which indicates that by living differently and setting growth boundaries that doubles the amount inside the circle, we can save billions of dollars. Our best hope of easing the sprawl is that we will run out of money. Ludden is concerned and suggested that we hold the line on the amount of land we put into the Plan. Sometimes we take on too much. He believes the proposal is a good plan.

65. Mark Hansen, 9100 So. 70th, who owns approximately 160 acres at the southeast corner of 70th & Yankee Hill Road (F32), requested that his property be added to Tier 1, Priority 1. His property is currently designated as high density land use in Tier 1, Priority 3 in the proposed Plan. He is in agreement with the high density residential, but would request Priority 1. Land immediately northwest is currently being platted and developed. The sewer infrastructure as part of that development will run to the corner of 70th & Yankee Hill Road, making future development of infrastructure on his property simple and cost-efficient. LPS Leasing already has land at 68th and Yankee Hill Road. Other nearby property designated in the plan as Tier 1, Priority 2, is already in low density acreages. His property can offer 150 acres of contiguous property for efficient high density residential development. **(Exhibit #52)**

66. Richard Slama, 6100 Inverness Road, owns farm land on the ridge about one mile from the current City Limits. Slama urged that this process be slowed down. It is moving too fast. There were some discussions about some studies that need to be done. He is particularly concerned about the Infrastructure Financing study. If the developers can somehow pay the infrastructure fees, maybe there could be more flexibility in how they go about developing and thereby decrease the land. He likes to see parks. He thinks that the infrastructure study needs to be completed so that we can see where we are at. It needs to carry over into the county, too. Changes in the city may have an impact on the county. He basically likes the way the plan is written, but believes the one house per 80 acres in the north is a problem. There are things in the Comprehensive Plan that talk about the future and incentives, but let's get that out front. He discussed purchasing development rights.

67. Bill Newstrom, 2701 Kipling Circle, current Treasurer of the **Realtors Association of Lincoln**, urged the Planning Commission to support adding more developable land to Tier 1. Having an ample supply of developable land is the only way that this plan can keep the average home in the reach of the average Lincoln working family. School teachers, factory workers, police, firemen, and government workers are all at risk of losing their future ability to purchase homes if the price gets any higher. We are not talking about low income, government subsidized or moderate income households. We are talking about Lincolniters with good jobs and families that are hard working for a better life and a better community. He does not believe we can expect any large or even small corporation to locate in a city where the employees cannot afford to purchase homes. Affordable housing for the average worker is what the realtors are here to try to help.

Schwinn noted that Newstrom represents a lot of the townhome developments in Lincoln and asked Newstrom to describe his clients. Newstrom advised that he has been active in homes below \$100,000 and a lot of townhome projects. His clients are single parents, single mothers, and young couples.

68. Sheryl Crumb, 4508 Bel-Ridge Drive, testified on behalf of the **Belmont Neighborhood Association**, in opposition to the study to widen No. 14th Street. This is an older established neighborhood that is threatened with the pressure of new development wanting access to Downtown Lincoln. She urged the Commission to remove the study to widen 14th between Superior and directions south and to remove the proposed widening of 14th Street from Superior to Raymond Road. It does not need five lanes. She requested that elements be added to the plan that would

provide access for the new north Lincoln developments that are already proposed to the Beltway system rather than access through the Belmont established neighborhood. If the study is successful and 14th Street is widened, it will create an expressway from Raymond Road to Downtown Lincoln. This expressway will serve the new development north of Lincoln, not the Belmont neighborhood. It will cut the Belmont neighborhood in half. Creation of this expressway in and through the Belmont neighborhood is basically an act of environmental discrimination based on its detriment to the neighborhood for the benefit of new development. The expressway will divide the neighborhood, increase traffic and speed. One-half of the neighborhood will be cut off from access to the new branch library; one-half will be cut off from access to the swimming pool, rec center, commercial center and Belmont park. There is not one millimeter of public park between 14th, 27th, Superior and Cornhusker Highway. People living in this area are separated by highways on all sides except 14th. Where are the children supposed to go to play? Where are they supposed to have ball games? Right now, over 2,000 children attend the three schools in the vicinity of No. 14th Street. Three children have been hit by cars while walking home from school along Superior Street in less than one year. If 14th is made to be equal to Superior, we can expect to have even greater statistics of accidents.

69. Marian Langan, 1845 E Street, Director of the **Audubon Spring Creek Prairie**, testified in support of including the Greenprint elements in the plan. The Greenprint Challenge is a visionary document and its incorporation in the plan has shown true leadership. Communities do not regret making decisions to save natural spaces. Langan also observed that we cannot manage tall grass prairie in a healthy manner without burning it. **(Exhibit #53)**

70. David Murphy, 1845 E Street, testified concerning the environmental resources and in support of the Greenprint Challenge, which is a truly creative component of the plan. He emphasized that the Greenprint work comes as a hopeful sign that we are aware of our environment dwellings and we will begin to address them as they pertain to where we live. The Greenprint represents a significant turning point. We are fortunate to have one practical step we can take right now—adoption of this section as a foundation for future planning decisions. **(Exhibit #54)**

71. Joe Hampton, 1660 So. 70th Street, testified that this is the “most idealistic unrealistic plan that he has seen come forward” in the 55 years he has been in business in Lincoln. The plan proposes many desirable features, but little of the essential needs in a community to promote the economic base to support these desirable features. This plan deals with visions and little reality. For example, detailed attention is given to the Greenprint concept. He does not have a problem with the Greenprint concept but he pointed out that the Greenprint concept covers 13 pages in the plan document. Issues dealing with the economic well-being of this community are covered with 7 out of a total of 162 pages. A solid and growing economic base is fundamental to support all of the desirable things that are within this plan. Hampton requested that the Commission become familiar with what is being proposed in the infrastructure financing study. The infrastructure financing proposal is one step behind the Comprehensive Plan proposal. They are coming along literally concurrently. As presently proposed, in his opinion, the infrastructure financing proposal is a proposal to turn away future investment in this community.

Hampton indicated that he also represents LIBA, and LIBA understands that the Downtown may very well be the heart of the community, but “to retain light, the heart must have body”. The body is a broad range of employment across and around the community which houses the community. He is disturbed because we are starting to fractionalize. It’s high time to look at what’s in the best interest of an integrated total community rather than just Downtown or just the new neighborhoods. With the recent loss of 1000 jobs and with the lack of economic vision in this document, this community is about to have a heart attack. Never has Lincoln needed a vision to assist a rational economic plan more than today. What is before you is a plan to exist rather than assist.

Hampton suggested that this very well may be the time to conclude these hearings and table this proposal until the new Planning Director is hired. Once that new director is on board, the process could be reconvened or restarted and the proper priorities could be put in order. The desirable things in the community, including quality of life, are unsupportable without a very active, aggressive economic development plan, which is not in this plan.

72. Mark Hunzeker, 1045 Lincoln Mall, testified on behalf of four different additional clients:

1. On behalf of **Richard Berger**, Hunzeker requested that the property located at S.W. 70th and West Van Dorn be designated as Low Density Residential. This property is on a paved road (West Van Dorn) and is in an area where water is plentiful and of good quality. This property has been and is under development for acreages. This is an excellent area outside the future urban area and there is really no way we are going to see a sewer through the acreage and the park area to get out to S.W. 70th and Van Dorn at any time in the near term. This is a good area for acreage. This owner is willing to work with build-through design standards. **(Exhibit #55)**
2. On behalf of **Hidden Valley Golf Course**, Hunzeker requested that the land use plan be amended to change the designation of the golf course property from “Green Space” to “Low Density Residential”. The owners are considering rerouting some golf holes to develop about 64 lots (some single family, some townhomes) on the golf course. This could easily be accommodated in a build-through type of scenario. **(Exhibit #55A)**
3. On behalf of **Pearle Finigan**, Hunzeker requested that property located at No. 84th Street and Waverly Road be designated Low Density Residential. This property is already partly approved for this use as a Community Unit Plan. It is the only acreage development anywhere near Waverly in the northeast part of the county. The northeast corner of the intersection is presently developed and Finigan proposes to develop the southwest corner of the intersection. **(Exhibit #55B)**
4. On behalf of **Jim Nagel, President of North Bluff Commodities, Inc.**, and several other property owners in the N-2 subarea north of I-80 along and west of Highway 77, Hunzeker requested to include this N-2 subarea in Tier 2. **(Exhibit 55C)** This is an area that is in the current plan as the N-2 subarea. It is in the future service area but it is somewhat problematic in that the sewer to serve this area is along Salt Creek. The elevations up in the Bluff Road area get to a point where they are very difficult with respect

to getting water up that high. The owners have an interest in developing this property, but understand there are infrastructure issues that are going to have to be resolved. Tier 1 is not meaningful for this property at this point. But it is important to designate the property as Tier 2 because, unfortunately, what the city and others have managed to do in some areas north of the interstate is to extend sewer which really doesn't serve all the land that it could. There is some capacity which was deliberately undersized in order to avoid land that was not shown at the moment in the Comprehensive Plan. The Mayor's Task Force proposed a 500' buffer around all the saline wetlands to protect the Tiger Beetle. There are 15,000 acres in the floodplain in this area that will literally double the protection that is afforded by the Mayor's Task Force. We want to be able to get into this area at some time probably prior to the end of the first planning period.

Schwinn noted that a majority of this land is already in Tier 2. Hunzeker agreed that there is a portion in Tier 2 but not the majority. It stops at Bluff Road and at about No. 40th, so there is a pretty significant area of probably 1500 to 2000 acres of N-2 that are not shown in Tier 2.

73. Bill Wayne, 1980 C Street, did not testify but submitted comments in writing (**Exhibit #56**). Wayne supports maintaining floodplain land as open space so that storm water draining into the streams has a place to spread out and slow down before it reaches floodplain areas that have been developed for urban uses. Wayne has some reservations about painted bike lanes on city streets due to safety issues.

74. Robert Narveson, 1729 C Street, testified urging the Planning Commission to do everything possible to maintain older residential and business neighborhoods and to not allow city growth at the inner city's expense. Living in Near South, Narveson has enjoyed the advantage of proximity to Downtown, libraries, schools, university, business and entertainment. Some misguided city policies did much damage to the Near South by encouraging destruction of much fine housing and replacing it with badly designed apartment buildings and by encouraging absentee landlords. Narveson is concerned about the backlog of sidewalk repairs. Desirable housing close to shopping, schools and jobs should be a major consideration. Efficient public transportation is another major consideration. Abundant safe bicycle routes is another. (**Exhibit #57**)

75. Jacquelyn Herman, 1635 Euclid Avenue, did not testify but submitted testimony in writing (**Exhibit #58**). Herman would like to see greater emphasis placed upon the necessity of having an urban forest in the city. There needs to be language that requires the planting of trees at a minimum rate established under the standards set for a Tree City USA designation.

Trees mitigate pollution as well as enhance the aesthetics of a community. The plan should also include standards for acquisition of new parks and green space.

76. Craig Groat, 4935 Huntington, requested that an aesthetics and beautification commission be established. He also recited from the APA code of ethics for planners. A planner’s responsibility to the public is to serve the public interest, with special concerns for long range consequences,striving for excellence of environmental design and endeavor. Groat submitted that the “quality health” of the Planning Department has been missing for a number of years. There is also lack of knowledge of many of our Department heads. Groat recited from the Educational Testing Service Study, which finds that our economic condition is changing from industrial to an office economy.

Groat referred to testimony by a representative of the Chamber of Commerce stating that we need more commercial growth. Groat believes there was an excellent study done by Duncan Associates finding that we have reached our needed density for 5-10 years in commercial. We don’t need any additional commercial. Groat would like to see new personnel in both the Chamber of Commerce and LIBA.

Groat then discussed the infrastructure study done by Duncan Associates, which states that the developers are basically paying \$3,000 per unit for new development—including electricity brings it to an overall cost of \$17,421 per single family unit. Adding the schools to the mix adds \$15,000. We are subsidizing new development, giving welfare to developers and new owners to the tune of \$30,000 per single family unit. Groat expressed concern about not being allowed to provide public input at the Infrastructure Financing Advisory Group meeting. Groat has also been told that over the last 10 years with tax limitations, developers have become quite acceptable to impact fees. They need to be treated on a level playing field.

Groat expressed concern about 17.2 acres of wasteland in between the railroads in a floodway. The city paid \$180,000 for that land. It is valued at \$8,635. This is land that should have been given by the developers to the city.

77. Joseth Moore, 3821 N.W. 52nd Street, testified, stating that he is a social and environmental activist; however, he loves big cities, including Chicago and New York. With that said, he still understands the importance of ecological systems as well as other animal and plant species. It does not matter whether they are on the endangered species list--they are still important. He has been an active member of the Friends of Wilderness Park and he quoted from the January newsletter regarding the cost of the study for the Yankee Hill Road extension through Wilderness Park. We don’t have the money to do this. Even if the public wanted it, we don’t have the money. It would cost 45 million and that does not include any additional studies that supposedly are needed. Moore suggested an alternative: Expand Highway 2 from 4 to 6 lanes.

78. Burdette Piening, President of the **Lancaster County Farm Bureau**, testified regarding acreages. The Lancaster County Farm Bureau supports the present policy which now gives landowners the right to sell 20 acres throughout the entire county. The Farm Bureau would also change and recommend the support of a clustering concept of 4 homes to 20 acres within an 80 acre parcel, with a bonus of 1 house if all the requirements are met, with the exception that if the

parcel is not a full 80, due to correction lines or road right-of-ways, that the remaining land could be less than 60 acres. This is important because landowners should still have the right to determine the designation of their land equally throughout the county. It allows for the sale of smaller lots while preserving farm ground. The idea better accommodates build-through at a later time and better accommodates safety throughout the county by having one driveway rather than several.

The County Board of Zoning Appeals does not discriminate and treats everyone the same. Why should the Comprehensive Plan be different?

The Farm Bureau is opposed to the creation of a public agency administration (F62). We do not need any more bureaucracy. Residents of the city and county would not have the check and balance that is needed. The authority should stay with the respective boards.

The Farm Bureau requests an addition to the plan that states that the basis for compensation for all land, whether purchased outright or obtained by easements, should be the current value of the property. With regard to smoke buffers (F57), the Farm Bureau believes that the property owners should be compensated.

With regard to the last paragraph on page F47, the Farm Bureau recommends that language continue to encourage and permit accessory farm occupations and explore options to permit an additional employee on the premises to assist in the farm operation. The proposed plan refers to “accessory home occupations”. The Farm Bureau is interested in seeing mainly farm occupations. **(Exhibit #59)**

Carlson inquired whether the Farm Bureau has any thoughts about farmers that are having problems with acreages causing them problems. Piening acknowledged that there are some throughout the county where there are problems because of odor, etc., but the Farm Bureau does not believe we should stymie the growth. Clustering would be a good even ground from no growth to some growth.

Carlson inquired about the Farm Bureau’s position on the “right to farm”. Piening responded, stating that the Farm Bureau would recommend retaining “right to farm” as the language.

Piening also noted that the Greenprint Challenge cabinet did not include a farmer. Some of the data is probably misrepresented and needs to be revisited. The rumor that there is no water north and west of town is not necessarily true.

79. Rachel McClain, 2224 A Street, testified in opposition to the road through Wilderness Park. This park is one of the only places for people to go to be away from the city. She is offended that developers think it is more important to have another road to an industrial area than it is to preserve a natural area that enriches life. This summer will be her second year as a camp counselor at the Wilderness Nature Camp. This road would damage the habitat of many animals, trees, wetlands and it is in the floodplain. It would affect all the things we try to teach the children about. She is worried about whether the camp will survive due to the pollution, trash and noise created by a four-lane road. “When I get to be the average age of the people in this room, I am hopeful that

Wilderness Park still exists.” She is hopeful that people will not choose profit over preserving one of Lincoln’s natural areas.

Bills wondered whether closing the road going through the park and putting a road over the park would be a better alternative and more acceptable. McClain still believes it will pollute the park itself. She believes the park should be left alone. It is not perfect, and we should not mess with it anymore.

80. Wayne Kubert, 7221 South Street, #25, testified as a real estate appraiser concerned about land values. Developable land has increased 2-3 times in price and lot prices have increase 2-3 times. The land increase is probably over 40% of that housing increase. Typically that has been 20%. This keeps forcing the value of the houses up until you have some severe problems and we don’t have affordable housing. The \$9,000 per lot surcharge that has been discussed “will go through the system faster than a Dairy Queen cone to my hips”. It will increase the value of these homes real quick. If you don’t have enough land, which is what happened in the last 10-15 years, those values are going to go up some more. Beyond the cost, you get down to the real estate tax value of it. You are going to increase the taxes by \$180.00 a year.

Kubert works with the Board of Equalization during July of each year and he assured that the people are very aware what happens when their value goes up and it’s the biggest complaint we hear.

81. Charles Francis, 4435 Pioneers Blvd., testified in support of previous testimony by David Murphy. He believes the green plan that has been prepared is tremendous. It is well-conceived and carefully designed. Francis supports the environmental resource chapter. He moved to Lincoln 25 years ago because of a job but stayed because it is a great place to raise children. Will Lincoln continue to provide a special environment for all our citizens to grow and learn? Or will we become one more conventional Midwest city with uncontrolled sprawl, retail malls and growth decisions based on short term economics? The protection for agriculture, stream corridors, heritage greenways, the Emerald necklace and the extension of Wilderness Park are essential parts. The Planning Department has done a tremendous job, with a high level of public input and hearings and participation from various groups. Francis requested that the environmental resources and greenprint part of this Plan be retained intact. **(Exhibit #60)**

82. Margaret Fairchild, 3607 B Street, a 9th grader at Lefler Middle School, testified in opposition to the Yankee Hill Road extension through Wilderness Park. She testified in support of expanding Wilderness Park. The wilderness is such an important thing to everyone. People go there to get away from everything. She could not imagine a city without some wilderness. The continuity of a park is important. For the future, if we say it is okay to put roads through Wilderness Park now, and to say it is okay to pollute it, the park is not going to last. She knows people need space and that we need to help the city grow, but we should try to grow around wilderness and nurture the wilderness.

83. Briana Fields, 4215 F Street, a 9th grader at Lefler Middle School, testified in opposition to the Yankee Hill Road extension through Wilderness Park. Land added cannot make up for the land paved and polluted by the roads that will be built. There is no need to destroy that. This will not

relieve congestion. When she first came to Nebraska six years ago, Wilderness Park was one of the first places she saw and she loves it. It was a place where she could relax and get away from everything harsh in her life. Wilderness Park gives animals a safe place to live. It also gives us natural beauty that we can see for ourselves. It inspires a lot of artists and writers. Wilderness Park is a place where we can escape the annoying daily buzz of the city and let our minds and bodies rest and embrace nature.

84. Meredith Gosnell, 812 So. 49th Street, a student at the Arts and Humanities Focus Program, testified in opposed to the Yankee Hill Road extension through Wilderness Park. She comes from a background of camping, hiking, and bike riding. Please don't destroy the park. She is inspired by its beauty. Don't take this away from future generations.

85. Kastl Rennings-Lanik, 2936 J Street, testified in opposition to the Yankee Hill Road extension through Wilderness Park. The noise would scare away wildlife. Animals and children could be hit by cars. Pollution could hurt animals and the ecosystem. Clean air is a major positive of the park. There is nowhere else for the animals to go. It is unique to Lincoln.

86. Todd Paddock, 4306 Adams Street, testified in complete support of the Greenprint plan and the environmental resources chapter. If you don't have greenprint plan, you will not have a city or a county with a healthy habitat and parks that its residents deserve. Green spaces are precious. It is seldom that developers return green spaces. There is no reason we can't have a truly great system of green space with natural habitats and also a thriving economy in our city. It's a win-win situation to have a Comprehensive Plan with a greenprint package that protects green space and the natural habitat.

87. Sarah Fairchild, 3607 B Street, expressed gratitude for the elements of the greenprint plan, the extension of Wilderness Park and the protection of the saline wetlands and marshes. The idea that by setting aside land for the environment, we are somehow taking away from land for affordable housing is an allusion or a myth. We are not going to be building in the wetlands and there is plenty of land. We have tiers set aside. The quality of life that will be taken away if we don't think about protecting those environmental areas now is irreplaceable. You can't cut up a green space and then 20 years later say we shouldn't have done that. We can put more land into housing in the future. We can't put in more wilderness.

With regard to the issue of affordable housing, Fairchild stated that she is a person with a low income, and \$90,000 is way more than she could ever think to have to spend on a house. \$90,000 is not affordable housing. If you want affordable housing, we need to not push people away from settling and improving the downtown areas. The construction in the south part of town is not affordable housing.

88. Marva Wasser, 2431 South 120th, a member of the CPC, testified in support of the plan as presented. After several years of sitting at beltway meetings and developing a general distrust for city and county government, she accepted the appointment. She commended the Planning Department—all of the staff were tremendous resources and they have restored her faith in the process.

The CPC invested a lot of hours and energy in trying to come with a well-balanced plan. She travels a lot and is always glad to be at home. Preserving the quality of life in Lincoln is very important. How do you get the balance between the older neighborhoods and the new development and new infrastructure? How do you balance the need for higher density when we have a low density attitude in this community? How do you balance environmental considerations and economic considerations? How do you balance the known economics of the 90's and the unknown economic climate that we are living in today? The proposed plan is flexible enough to accommodate any of the divergent interests and upcoming change that we couldn't plan for. She supports the plan as presented. There were a lot of struggles on the committee, but there were two quotes that helped her: “A great many people think that they are thinking when they are merely rearranging their prejudices.” “Society is defined not only by what we create but by what we refuse to destroy.”

89. Mike Carlin, 2700 West Paddock Road, testified in support of the plan as a good policy document. He has a strong background in strategic planning, operational analysis and policy development. He knows a good policy document when he sees one. This proposed plan isn't just an update of the old one, but a refreshing view to the future. There are specific parts that reflect the foresight which includes contiguous multi-directional growth, well researched environmental resources, the extension of Wilderness Park, the creation of the Salt Valley Heritage Greenway and re-protection of agricultural stream corridors. The Greenprint Challenge provides a model that he predicts will be copied by many other cities.

Carlin went on to state that while the plan is a good policy document, it is not a “great” policy document. The Planning Commission has the power to make it great. The transportation needs must be better addressed for those who do not drive.

Carlin also pointed out that no one has stood up to defend the Wilderness Park study. Letters to the editors and postings to the website all have been against it. This echoes input received by the CPC. Carlin submitted signatures of 105 people that have attended these hearings and have asked that the study be removed from the Plan (**Exhibit #61**). The system level analysis completed by LSA Associates did include the plan for development of southwest Lincoln. But given the high cost and relatively small amount of congestion delay of vehicular miles, the study finds that there are limited benefits and it would likely score poorly in terms of congestion reduction. They did study all of the options, including closing the roadways at Old Cheney and Pioneers. The City has announced a hiring freeze because projected revenues have not materialized. The \$227 dollar windfall has yet to be explained. Even if the latest figures are accurate, laying the groundwork to add a 45 million project for the road extension through Wilderness Park is the last thing we should be doing.

Carlin advised that the Friends of Wilderness Park do not agree with the County Board request for a change of terminology concerning the extension of Wilderness Park. Land designated as Greenway does enjoy the same protection as a park and does not qualify for national funding.

90. Steve Larrick, 920 So. 8th, President of **South Salt Creek Community Organization**, testified in support of protecting the floodplains and trying to return some safety to the older neighborhoods which are in the floodplain. Anything to protect the floodplain and older neighborhoods would be appreciated.

91. Robert Klein, 1001 4th Street, testified in support of the smoke buffers. Prescribed burns are vital to the maintenance and preservation of various species. He supports the environmental chapter and its preservation of native habitat. These ecosystems have survived the resource demands of settlers and they should be afforded protection from demands of urbanization. We can have both urbanization and preservation of native habitats. We need to have that balance.

Klein supports the Salt Valley Heritage Greenway. It's a good idea and it's time has come.

Klein is opposed to additional study of the Yankee Hill Road proposal.

Klein also urged that the Comprehensive Plan needs to have some teeth. We need to have some legal power. We have the broad concepts, but as the development process continues, there needs to be some teeth to back up these hopeful aspirations.

Klein pointed out that areas like Wilderness Park occupy a relatively small area in relation to the big picture of the entire county. He conducted his senior thesis on Wilderness Park and there are over 400 species of plants in Wilderness Park. There are 800 within Lancaster County.

Taylor inquired whether Klein was able to determine whether those areas that are lost can be recovered. Klein indicated that there are certain species that can be restored but based on his observations of Wilderness Park, there are species that no longer appear in areas that have been disturbed. His study was strictly focused on flora/plants.

92. Danny Walker, 427 E Street, stated that he represents about 60 homes west of 1st Street to Salt Creek. When the West Bypass bridges were put in they were done without FEMA and EPA inspections. The city was severely reprimanded for taking the steps they did in building those bypass bridges.

Walker believes we're getting the cart in front of the horse. Where is the infrastructure finance study? The final report is dated January 1, 2001. Where are we at? What's the game plan? It is totally ridiculous that this has set here that long and the Planning Commission does have access to incorporate it in this plan. This is poor government business.

Walker pointed out that we can't afford to pay for what we've got right now. We've got new high schools and new libraries, but we don't have sidewalks. Very strange.

With regard to the Agricultural Society propositioning for a hotel/motel, Walker pointed out that the Event Center doesn't even have parking accommodations afforded to a large gathering.

Walker recited from an Omaha World Herald newspaper article about Cass County patrolling hiking/biking trails for a year (**Exhibit #62**).

Walker also noted that 10 years ago, no one thought about developing the area north of 27th & I-80. Now the city bends over backwards to give protection for the Tiger Beetle unless the developers are successful in beating that to the bush.

Walker does not think there was anyone that lives in the floodplain on this Greenprint Challenge. Page 6 of the Infrastructure Financing report states that the committee recommends that for those projects in the floodplain an additional tax or special benefit be created related to the cost of the floodplain impact. Yet, a developer with a business in my area talks about how he likes building in a floodplain. The core of the city has gone to pot. In five years, an inner city street was not been touched.

93. John Layman, 2702 Colonial Drive, real estate appraiser/consultant, believes the proposed Plan follows other plans that we have had in the past and is a good true picture of what we call concentric growth. We can have that because we don't have a lot of barriers.

In school we learn that linkages are important for economic development. Our downtown started years ago and in 1926 we overbuilt the downtown. What we are doing is rehabbing those decaying areas of the City. This rehabbing can compete with the edge of the city. We can adjust the market to the ability for people to pay. We are fortunate to have a current supply that is reasonable; however, we are finding some shortages in some areas that has a tendency to inflate values. The proposed Plan is a good plan if you are looking at a city that wants comprehensive concentric growth. The one area where we could save cost is in supply and demand. If you oversupply you drive the price of land down. You can help a market by increasing supply. Now that we have a beltway, Layman suggested that we look to encourage industrial development along the right-of-way where the beltways meet the state highways. That would compete with other areas. By doing this, we make a competitive advantage for the perimeter of the city competing with the downtown. Antelope Valley will increase the economic vitality of the downtown area. There are streets that have been rehabbed downtown. He recommends that industrial/commercial sites be designated along the beltway at 2 or 4 mile intervals beginning at Hwy 77 all the way over to I-80. We want to encourage businesses to locate in the county. We don't have to put the infrastructure in there today if it's a state highway. There is nothing wrong with the edge. The downtown is very strong and can compete.

John Layman encouraged that we work hard on the building codes. He encouraged the Planning Commission to look at increasing the supply of land to lower the cost to create more land available on the eastern portion of the city in Stevens Creek. In the planning process you can put in the greenbelts. Industrial sites should be located in the county along the arterials where there is noise and traffic.

94. Peter Katt, 1045 Lincoln Mall shared observations from what he has heard during this hearing. There is one component with some fairly wide consensus, and that's in the Greenprint Challenge. He participated in some of the greenprint workshops. As much as the people in the environment movement seem to think the developers are anti-greenprint, he has not heard anyone from the development community saying it's a bad idea.

The next part of the challenge really goes to the next point. How do we pay for and implement the Greenprint Challenge? This is not going to be solved in the Comprehensive Plan. That happens at the next level. The way to afford the Greenprint Challenge is to encourage strong, vigorous economic growth and development in this community because that is the only source of new funding that will be able to pay for that vision.

Katt agrees that we do not have all of the answers for infrastructure for the growth that needs to occur, but that is not a part of what needs to be solved as a part of the Comprehensive Plan. We need to have the vision and the courage to go forward to address key components of what's important to this community. We need housing that the average person can afford. How to accomplish that is one of the challenges. Katt suggested that one of the starting points is to make absolutely certain that we have a great supply of land available. A vital economic base is important for the continued vitality for our community.

95. Genevieve Randall, 1810 Garfield, testified in support of improved pedestrian and bike safety and public transportation. She has done some touring as a musician and when she compares communities of similar size to Lincoln, the center of the city gets laid to waste by sprawl. Lincoln is not a good place for transportation for the people.

Randall is opposed to the Yankee Hill Road crossing Wilderness Park. She has only had the chance to visit the park twice and it was such a treat. She has not seen anything like it. It doesn't make any sense that there is any talk whatsoever of building anything near it. It should just be a place you can go and escape. In cities in Germany, you can go into the middle parks and completely forget that you are in the middle of the city.

The departmental staff was available to answer questions. Schwinn suggested that the Planning Commission submit their questions in writing as soon as possible. Steven Henrichsen of the Planning staff indicated that it would be difficult to get written responses to the Commission by April 3rd if the questions are not submitted at this hearing.

Public hearing was closed at 10:00 p.m.

Kent Morgan of Planning staff advised that the staff will try to aggregate all the written amendment requests into an inventory and the Commission will have to make a motion on which ones they want to incorporate into the plan. Any further amendment requests must be in writing and submitted to the Planning Department by Noon, Friday, March 29th. Additional amendment proposals will be posted on the website sometime before April 3rd.

Schwinn thanked everyone for their participation. He stated that the Commission is truly committed to making this a better community and that is why they are here.

Commissioner Newman submitted proposed written amendments to the Commission members. **(Exhibit #63, 63A, 63B, 63C).**

The meeting was adjourned at 10:10 p.m.

Respectfully submitted,

Jean Walker, Administrative Officer
Planning Department

PLANNING STAFF REPORT SUPPLEMENT

TO: City-County Planning Commission
FROM: Kathleen Sellman, Planning *KS*
DATE: March 27, 2002
SUBJECT: Revised Comprehensive Plan Amendment Request

The March 7, 2002, Planning Staff Report regarding the draft Year 2025 Comprehensive Plan included a request to amend the draft document to include text entitled, **"Contributing Planning Efforts."**

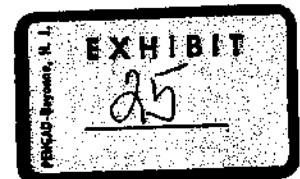
The stated purpose of this text is to more fully acknowledge the work of several groups that contributed to the preparation of the draft Comprehensive Plan.

The text provided to you earlier inadvertently left out the "Greenprint Cabinet" as one of those contributing groups. Therefore I would request that the draft text included in the Planning Staff Report be amended as follows:

1. In the second sentence of the first paragraph, change the number of "subordinate working groups" from "four" to "five"
2. Add the following group and work product to the end of the bulleted list, "Greenprint Cabinet, Greenprint Challenge (August 2001)"

Thank you for consideration of this request.

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PUBLIC WORKS AND
UTILITIES DEPARTMENT



MEMORANDUM

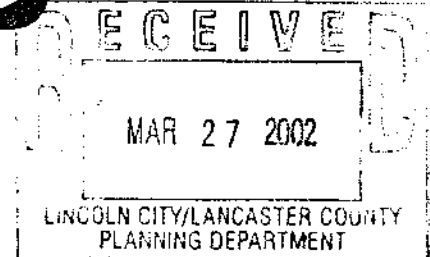
Date: March 5, 2002

To: Kent Morgan

Company/Department: Planning Department

From: Allan Abbott, Director *Allan Abbott*

Subject: Requested Amendment to February 2, 2002 Draft Comprehensive Plan regarding Future Roadway Improvements



Following further staff review of the February 2, 2002, draft Comprehensive Plan document, I am requesting several map corrections and one change to the proposed future street system:

Requested Map Corrections

The following changes are being requested to correct errors in the maps published as part of the February 2, 2002, draft Comprehensive Plan.

Projects & Studies: Lincoln Area Street & Roadway Improvements 2025

Map On Page F-104

- West Van Dorn from approximately Coddington Avenue to Highway 77 is incorrectly shown as a "2 + Center Turn Lane" facility. It should be corrected to be shown as a "4 Lanes + Center Turn Lane" facility. Any accompany text should be similarly corrected.

Right of Way Standards

Map On Page F-110

- 'O' Street from approximately 44th Street to 52nd Street should have been shown with 140 ft. of ROW.
- Vine Street from approximately 19th street to 26th Street should have been shown with 80 ft. of ROW.
- Nebraska Highway 2 from just east of the 40th Street intersection to just east of the Old Cheney Road intersection should have been shown with 140 ft. of ROW.



Requested Change in Future Street System

Based upon further consideration of the recommendations contained in the February 2, 2002, draft Plan, I am requesting the following change be made to the proposed Future Street System for Lincoln, as shown on the map on Page 104, entitled, "Projects & Studies: Lincoln Area Street & Roadway Improvements 2025," and in any accompanying text.

- Change Humphrey Avenue from a "4 Lanes + Center Turn Lane" designation to "2 Lanes + Center Turn Lanes" from North 1st Street to North 14th Street.
- Show Pennsylvania Avenue with a "2 Lanes + Center Turn Lanes" designation from North 1st Street to North 14th Street.

**PUBLIC WORKS AND
UTILITIES DEPARTMENT**



MEMORANDUM

Date: March 5, 2002

To: Kent Morgan

Company/Department: Planning Department

From: Allan Abbott, Director *Allan Abbott*

Subject: Requested Amendment to February 2, 2002 Draft Comprehensive Plan to "Transportation System Management Program" Section

As a follow up to comments made during the Planning Commission's working session on February 27, 2002, I reviewed the "Transportation Systems Management Program" (Page F-118 through F-121) section of the Mobility and Transportation Chapter of the February 2, 2002, draft Comprehensive Plan. Based up that review, I am suggesting that the language contained in the February 2, 2002, draft be replaced with the wording presented below. My proposed language keeps some of the wording from the draft Plan, deletes portions, and adds new wording where appropriate.

**PROPOSED REPLACEMENT LANGUAGE
FOR PAGES F-118 THROUGH F-121:**

Transportation System Management Program

Effectively managing the metropolitan area's transportation system requires an ongoing program of monitoring and data collection.

This Plan recognizes the efforts of the Congestion Management Task Force during the mid-1990's and its contribution to the street planning process. The work of this citizen group has already resulted in many changes to the City's roadway network. These changes includes physical improvements to the street system (e.g., the expanded use of the "2 plus center turn lane" street design), the way data are collected and evaluated, and the means for measuring the performance of City's roadway network.

The technical foundation provided by the Congestion Management Task Force has served the community well. It has resulted in a better understanding of the area's transportation and travel needs.

One notable contribution has been the travel time analysis program put in place as a result of the Task Force's efforts. This program began on a modest scale with the collection of average travel speeds along a handful of corridors. Since then, the program has been expanded to include large portions of the urban area.

The expanded data collection program allows the community and transportation technicians to take a broader look of how Lincoln's street system is working. By examining changes in travel speed across large areas, system level improvements -- rather than merely corridor level changes -- can be assessed and then put in place. This system level approach to planning and engineering will form the basis for the next generation of evaluation procedures that further extends the work of the Congestion Management Task Force.

An annual transportation report should be prepared by the MPO Technical Committee as part of the Long Range Transportation Plan (LRTP) and the Comprehensive Plan Annual Review process. This analysis should critique the transportation system's performance and identify priorities for future projects and studies. This analysis should use the adopted LRTP and Comprehensive Plan as its beginning point of review. This should be supplemented with monitoring information collected specifically for this evaluative process. Recommendations of potential projects and studies for the continuing planning and capital improvement programming processes [i.e., Annual Work Program, City and County Capital Improvement Programs (CIP), and Transportation Improvement Program(TIP)] should be made part of this report.

Street System Standards

The standards used to evaluate the performance of the urban street system (a.k.a., level of service (LOS)) should include a range of factors. They should reflect the varying character of areas within the community, with standards acknowledging the differences between the older and newer parts of the city. The standards should be measurable, realistic, and easy to understand. Elements defining the level of service should address:

- Average speed (MPH) across an entire travel corridor
- Consistency of travel time
- System connectivity
- Safety (accidents)
- Visual interest
- Travel mode usage

Strategies: Street System Standards

- Develop an expanded set of street and transportation system standards for measuring "level of service" and network performance. These standards should build upon existing data collection and analysis practices, encompass a wide

range of factors, and seek to broaden the perspective of how level of service and network performance is judged. This task should be given to the Intelligent Transportation Systems (ITS) Committee as one of their initial assignments.

Network Monitoring and Analysis

In 1996, the Congestion Management Task Force initiated a process to gather average travel speed and delay time along selected streets. As more sophisticated methods have become available, the City of Lincoln has built upon and expanded this approach. The City now has in place an extensive, on-going data collection program. This program collects data on a regular basis for virtually the entire city street network. The following information should be collected during both peak and off-peak conditions:

- Travel time and average speed across entire corridors
- Travel delay at intersections
- Public transportation usage
- Vehicle occupancy
- Accident rates
- Pedestrian and bicycle volumes
- Overall traffic volumes
- Volume of truck traffic
- Turning counts at intersections
- Computer simulations

Strategies: Network Monitoring and Analysis

- Utilize the extensive array of available information and analysis technologies to evaluate the performance of the traffic and transportation system on an annual basis.
- Add new tools, data, and methods as they become available to aid in monitoring the transportation network's performance.

Maintaining Level of Service

Congestion management should be flexible and ongoing. Appropriate public agencies should engage in continual evaluation and response to problems identified in the street system. Many management and operational actions will be undertaken at the departmental level to provide the quickest possible resolution. More serious problems may require a formal study process.

The MPO Technical Committee will serve as the lead in the annual transportation system evaluation process. This task will be founded upon the transportation and land use planning policies and programs in the adopted City-County Comprehensive Plan and LRTP. This effort should be based upon documented data sources and on the full

array of level of service standards. If system performance changes in the system are noted as part of this process, a determination should be made as to whether they are temporary or chronic in nature.

Additional studies may be desirable to identify specific congestion mitigation strategies that appear most reasonable for the particular location. Where deficiencies are identified, the MPO Technical Committee will suggest strategies for congestion mitigation. Strategies may include:

- Intersection improvements
- Additional turn lanes
- Road improvements
- Signalization improvements
- Intelligent Transportation System (ITS) improvements
- Transportation Demand Management (TDM) techniques
- Alternative transportation modes

A broadly based community and agency participation process must be used in conducting any studies recommended through this process. This includes community participation in scope of work definition, data analysis, alternatives evaluation, and the selection of recommendations. The overall monitoring and evaluation process is considered an ongoing effort. It should seek the involvement of applicable stakeholders using a balanced and collaborative study approach. Any studies or recommendations for congestion mitigation must address as a minimum the impacts on the following:

- established neighborhoods
- homes and businesses
- pedestrian and bicycle safety
- public and private trees
- property values of the surrounding area
- access to adjacent properties
- cost of ROW and of purchasing properties
- traffic noise
- accident rates
- budgetary constraints

Strategy: Maintaining Level of Service

- Establish a process for completing the annual evaluation of the transportation system (to include all aspects of the transportation system). This step in the process should be fully described in applicable planing procedural manuals and associated management documents.

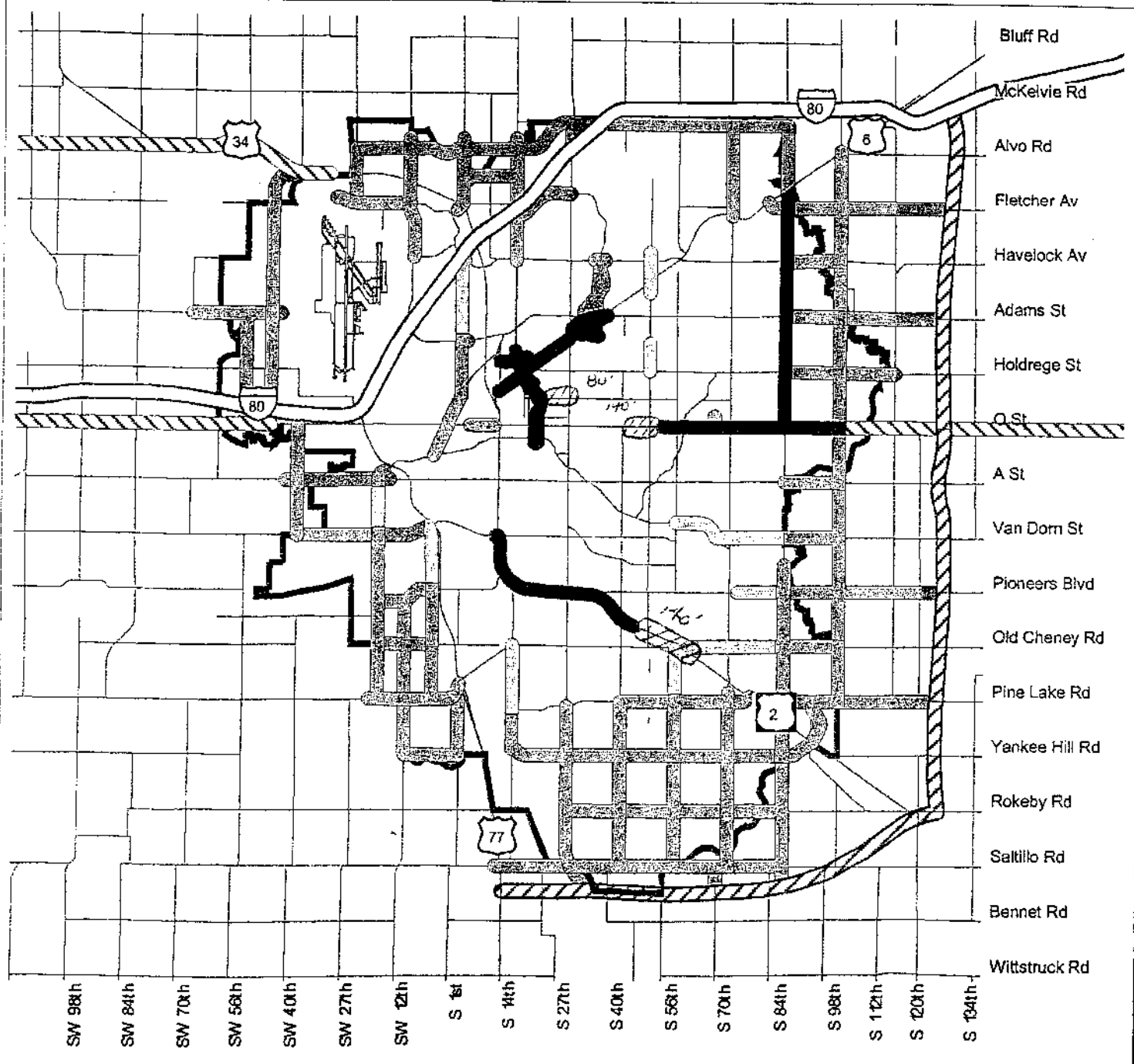
Continuing Monitoring and Planning

Studies and improvements that require amendments to the Comprehensive Plan, Capital Improvements Program (CIP), and/or Transportation Improvements Program (TIP) will be brought forward as part of the annual transportation report to be prepared by the MPO Technical Committee as part of the Long Range Transportation Plan (LRTP) and Comprehensive Plan Annual Review process. This analysis will assess the performance of the transportation network and will assist in the identification and prioritization of projects for inclusion in the LRTP, CIP, and TIP.

Strategies: Continuing Monitoring and Planning

- Continue and expand the area's transportation system monitoring and planning program. This should involve the close integration of the planning and capital improvements programming processes.

Right of Way Standards for Planned Projects Streets and Highway Improvement Plan Greater Lincoln Area Year 2025



LEGEND

	Future Service Limit		140 Foot
	N/A on Interstate		200 Foot
	100 Foot		300 Foot (2)
	120 Foot		

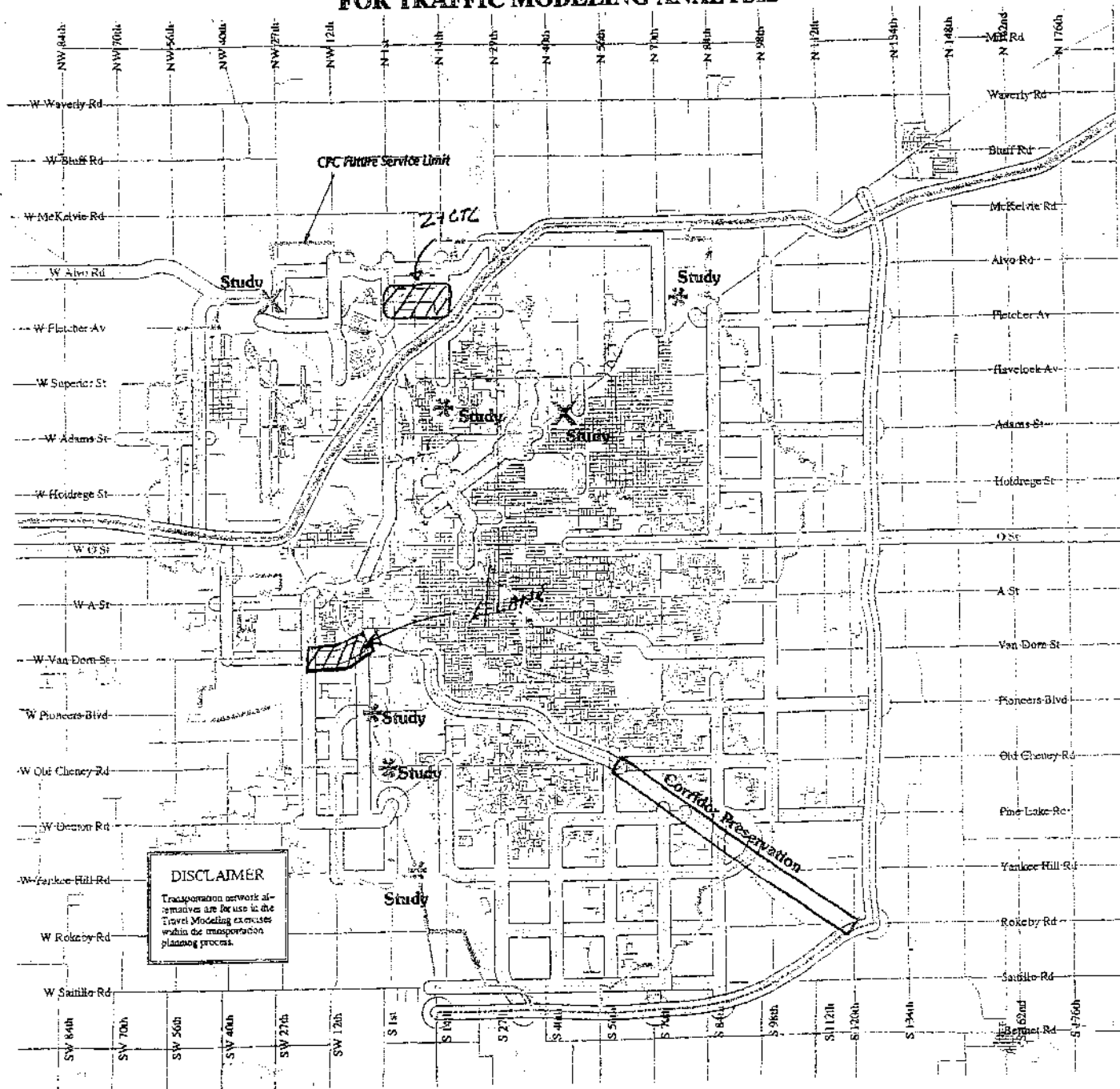
0 8000 16000 Feet



(NOTE:
(1) See Plan text concerning ROW Standards for intersection and other section line roads in Lincoln Designed Growth Tiers.
(2) A corridor of 1,320 feet, a for initial planning and design.)

CPC - JANUARY 25, 2002

1 - 25 YEAR TRANSPORTATION PLAN FOR TRAFFIC MODELING ANALYSIS



LEGEND

- (CPC) Future Service Limit
- Four Lane Freeway, 300 Ft. ROW
- 6 Lane Interstate Highway
- Street Closure Study
- Interchange
- Overpass
- 2 Lanes + CTL
- 4 Lanes + TL
- 6 Lanes + TL
- Study
- Corridor Preservation

WORK IN PROGRESS



1" = 1/4" MILE
0 1/4 1/2 3/4 1

PUBLIC WORKS AND
UTILITIES DEPARTMENT



MEMORANDUM

Date: March 5, 2002.

To: Planning Commission Members

Company/Department: City-County Planning Commission

From: Allan Abbott, Chair of MPO Technical Committee *idm*
WRC

Subject: Comments from the Lincoln Metropolitan Planning Organization
Technical Committee on the February 2, 2002, draft City-County
Comprehensive Plan and Long Range Transportation Plan
(LRTP)

Attached please find a report from the Lincoln Metropolitan Planning Organization (MPO) Technical Committee concerning the February 2, 2002, of the Lincoln City-Lancaster County Comprehensive Plan and Long Range Transportation Plan. The report presents the Committee's recommended changes to the draft Plan.

F:\FILES\PLANNING\CPMR\aa_Tech_Comm.wpd



Lincoln MPO Technical Committee Recommended Changes for the draft 2025 Lincoln-Lancaster Long Range Transportation Plan

The Lincoln Metropolitan Planning Organization (MPO) Technical Committee reviewed the *draft 2025 Lincoln-Lancaster Long Range Transportation Plan* and *Lincoln - Lancaster County Comprehensive Plan* on February 22, 2002. The Transportation element of these plans were approved with the following recommended changes.

Existing Transportation Conditions

Page E 55 Congestion Management Task Force: Implement Truck Route Study. The word "programmed" carries a slightly different meaning for each agency and the word *programmed* is recommended to be replaced with *determined*.

Future Transportation Conditions

Pedestrian

Page F 93 In order to maintain consistency in the plan, the term *pedestrian facilities plan* is recommended to be replaced with the term *Pedestrian Activities Centers Plan*.

Page F 94 The fourth Strategy under "Pedestrian Standards" is recommended to be changed from "*Develop a city-wide database of deficient pedestrian facilities....*" to "*Develop a city-wide database of all pedestrian facilities...*"

Page F 94 Add the following to the "Strategies: Pedestrian Standards" section to better define pedestrian level of service concepts.

- *The planning process is to develop standards that define pedestrian level of service concepts.*

Bicycle and Trails

Page F 95 Concern was expressed on the specificity in the Plan that requiring bike lanes to be "installed within one year of one year of Plan approval." If the bike lanes were not installed within the one year time frame then the Long Range Transportation Plan (LRTP) may be in danger of being found in noncompliance.

The recommendation is to revise the language for the first bullet to read, "*Develop and implement a Downtown Bicycle Facilities plan. This plan shall include north-south and east-west bicycle facilities to be implemented early in the planning stages.*" The last bullet is recommended to read "*Identify at least one north-south and one east-west corridor to pilot a dedicated painted bike lane.*"

Lincoln MPO Technical Committee Recommended Changes for the draft 2025 Lincoln-Lancaster Long Range Transportation Plan

Public Transportation

Page F 98 Add a sentence to the first paragraph stating; *"Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes."*

Future Street and Road Network

Page F102 Functional Classification. The recommended text changes on roadway functional classification definitions are to have one category which includes Interstate Freeway, Expressway and Principal Arterial. Two subcategories are to include; 1) Interstate, Freeway and Expressway and 2) Other Principal Arterial. (See attached)

Page F108 Additional Urban Area System Improvements. The recommendation is to remove the word *city* from the table's title to say, *Committed Projects* and *Proposed Projects*.

Page F109 Additional Urban Area System Improvements. The recommendation is to add the word "Study" in two project descriptions, 1) US 77 and Old Cheney Road as a *Overpass/Interchange/Study*, and 2) US 77 and Pioneers Blvd. as a *Overpass/Interchange/Study*.

Page F111 Right-of-Way Considerations. Add to the "Tiers I & II Right of Way" map the Acquisition Potential of 120' of ROW the one mile roadway segment of McKelvie Road from NW 12th Street to North 1st Street, and NW 12th Street, the one-half mile segment south of McKelvie Road.

Intelligent Transportation Systems

Page F 116 ITS Deployment Strategy. Add the bullet for functional areas to identify *Parking Location Availability*.

Note: Upon further review it was determined that "parking location availability" is included within another functional area category and therefore is already identified in the plan. Thus, this recommendation of the MPO Technical Committee may be disregarded.

The MPO Technical Committee recommended text changes on roadway functional classification (February 22, 2002).

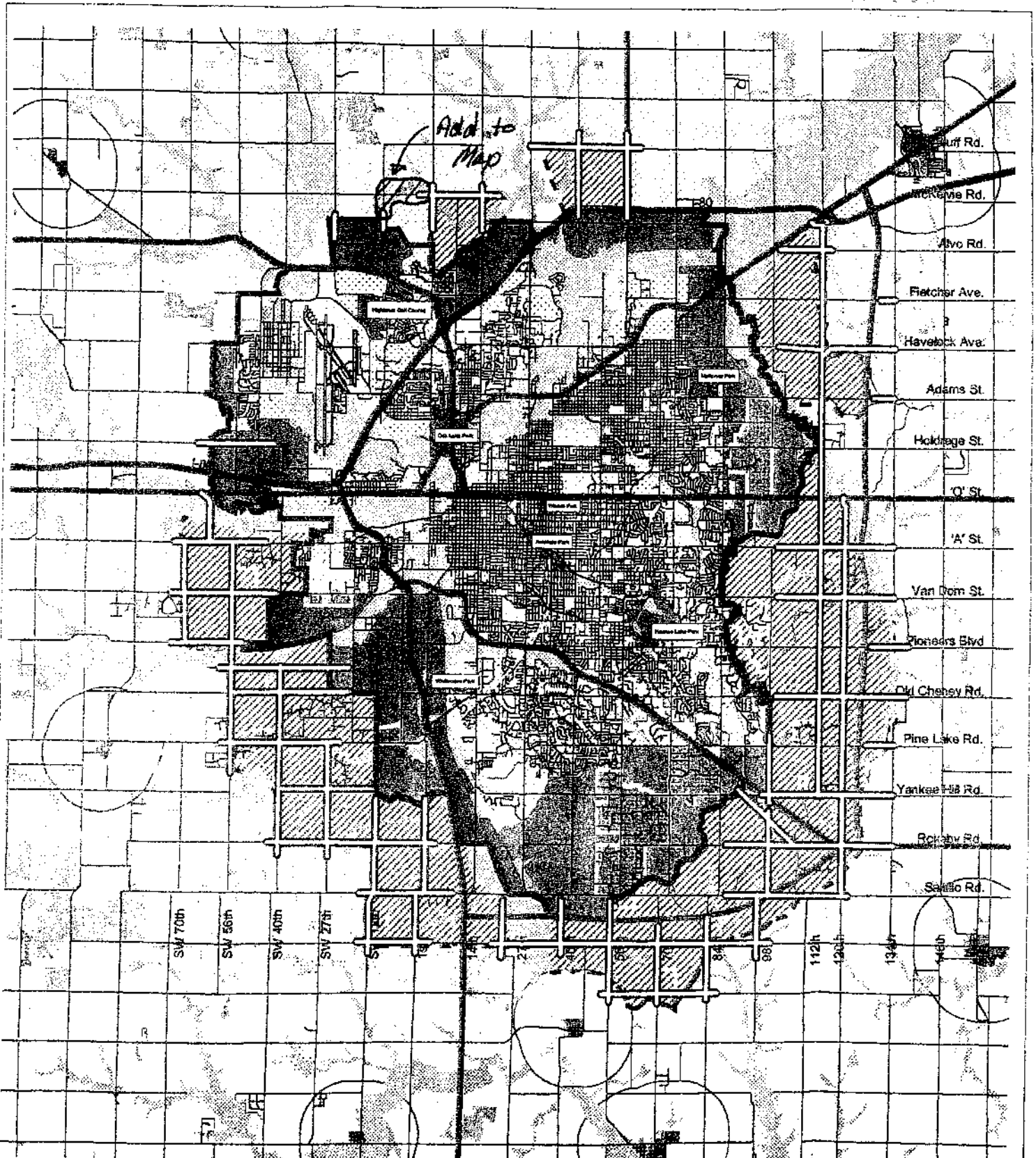
Functional Classification

Roadways are classified based on the function they serve. All roadways fall under one of four broad categories: principal arterials, minor arterials, collectors or local streets.

"Arterials" are multiple use corridors that carry large volumes of through traffic. "Collectors" equally serve to carry traffic but also provide access to neighborhoods and abutting properties. "Local" streets primarily provide access to abutting properties. These three primary functional classifications may be further classified for design purposes. The following describes the functions of the various street classifications used in the Lincoln-Lancaster County transportation planning area:

- A. **Principal Arterials.** This functional class of street serves the major portion of through-traffic entering and leaving the urban area and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the CBD and outlying residential areas and traffic between major inner-city communities or suburban centers. Included in this class are fully controlled access facilities and partially controlled access facilities. The principal arterial system is stratified into the following two subsystems:
 - ☐ **Interstate Highway, Freeway and Expressway:** These are divided, limited access facilities with no direct land access. The freeway does not have at-grade crossings or intersections. The expressway is similar to freeway except it may have some cross-streets that intersect at grade and access is be either full or partially controlled. Both the freeway and expressway are intended to provide the highest degree of mobility serving potentially large traffic volumes and long trip lengths.
 - ☐ **Other Principal Arterials.** This functional class of street serves the major portion of intercommunity and intracommunity traffic movement within the urban area and is designed to carry high traffic volumes. For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of moving traffic within this system.
- B. **Minor Arterials.** This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.

- C. **Collector Streets.** These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.
- D. **Local Streets.** These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.



Advanced Infrastructure Right-of-Way Acquisition Program: Urban Growth Tiers I and II



Lincoln- Lancaster County Comprehensive Plan

Lincoln- Lancaster County, Nebraska

**PLAN VISION
TIER I**

**PLAN VISION
TIER II**

**PLAN VISION
TIER III**

**Acquisition Potential
of 120' of ROW**

ACREAGES

**PROPOSED FUTURE
SERVICE LIMIT**

PRAIRIE

FLOODPLAIN

NOTE:

The map reflects a cooperative effort between the City of Lincoln's Public Works Department and the Lancaster County Engineer's Office to obtain public right-of-way for roadways, infrastructure and other public improvements to facilitate and accommodate future urban growth.

PUBLIC WORKS AND
UTILITIES DEPARTMENT



MEMORANDUM

Date: March 5, 2002

To: Planning Commission

From: Allan Abbott *Allan Abbott*

Subject: *Recommendations Re: February 6th Draft Comprehensive Plan*

cc: Roger Figard, Steve Masters, Nicole Fleck-Tooze - PW/U Dept.
Lynn Johnson - Parks Dept.

Below is a list of clarifications and recommendations for revisions to the February 6th Draft Comprehensive Plan. The first two items were previously submitted but were not considered by the Comprehensive Plan Committee due to time constraints. Item 3 references the inclusion of two utilities figures that should be included in the Plan.

1. On Page E 29, under the heading "Floodplains," correct the definitions of Floodway and Floodfringe by replacing the sentence defining them to read as follows:

"For regulatory purposes, the floodplain is often divided into the floodway, composed of the stream channel and adjacent overbank area, and the floodfringe, or outer portion of the floodplain."
2. On Page F-82, under the heading "Floodplain Management," add an additional sentence to the end of the second paragraph to read:

"Special consideration should also be given to the Salt Creek floodplain from Van Dorn Street to Superior Street where the FEMA Flood Insurance Study recommends preserving flood storage so as not to increase flood heights greater than one foot."
3. After further discussion, we would like to include figures depicting future water and wastewater lines. The current draft does not include these figures; instead, it references the current water and wastewater master plans and notes that once the new master plans are adopted, they will be included in the new Plan.

Therefore, please note that the Plan should be revised to include figures depicting future water and wastewater lines. We will work with the Planning Department to provide maps for your use.



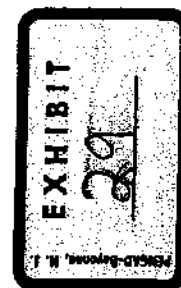
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Page 1

Page 4

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List Maker Report by Category/List Code/Member Name

Member Status: Active

List Status: Active

Member List Status: ACTIVE

From 00/00/00 Thru 12/31/19

Association: RAL

Report run on 03/27/02 at 11:30

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872000804 Herrington, Noel	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/13/02	LBOR
87201707 Heusman, Sheri K	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/22/02	LBOR
87202118 High, Ellen Walsh	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/26/02	LBOR
87201173 Hines, Carla B	87201027 Today's Kimball & Associ	402-476-7606	A	A	03/15/02	LBOR
87201663 Hinkley, Donna J	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/19/02	LBOR
87201680 Hinkley, Lloyd D	92000493 Mega Commercial Corporat	402-467-1234	A	A	03/20/02	LBOR
87201897 Hinrichs, Robert R	87201094 Home Real Estate - South	402-436-4663	A	A	03/13/02	LBOR
87202006 Hitt, Judy	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/18/02	LBOR
87202839 Hollingsworth, Michael J	87201155 Professional Appraisal S	402-434-3683	A	A	03/13/02	LBOR
87201670 Holmes, Larry M	87201216 Woods Bros. Realty-South	402-434-3600	A	A	03/14/02	LBOR
872000815 Holscher, Renee	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/26/02	LBOR
87202769 Hoppe, John L	87201404 PrimeSites	402-441-4080	A	A	03/15/02	LBOR
87202067 Hornby, Rodney S	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/19/02	LBOR
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872000871 Humpal, Monica S	92000595 2-10 Home Buyers Warrant	402-496-6241	A	A	03/14/02	LBOR
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87201973 Ihde, Darrell H	87201037 Home Real Estate - Centr	402-436-4444	A	A	03/13/02	LBOR
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87201774 Jensen, D. Thane	87201027 Today's Kimball & Associ	402-476-7606	A	A	03/22/02	LBOR
872000845 Jensen, Jeremy	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/13/02	LBOR
87201580 Jensen, Nicole	87201123 REALTORS Assoc. of Linco	402-441-3620	A	A	03/27/02	LBOR
87208180 Johnson, Randy G	87201062 Dwight Johnson & Associa	402-420-1111	A	A	03/13/02	LBOR
87202841 Johnson, Stanley A	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/21/02	LBOR
87201220 Johnson, Vernamae A	87201038 Home Real Estate - Holme	402-437-7555	A	A	03/13/02	LBOR
87202567 Jones, Lawrence R	87201094 Home Real Estate - South	402-436-4663	A	A	03/13/02	LBOR
87201181 Kalvelage, Sandra J	87201215 Woods Bros. Realty - CC	402-434-3500	A	A	03/26/02	LBOR
87201205 Kardell, Paul D	87201038 Home Real Estate - Holme	402-437-7555	A	A	03/14/02	LBOR
87201755 Karr, Karen A	87201037 Home Real Estate - Centr	402-436-4444	A	A	03/13/02	LBOR
872000576 Kastrop, Regina	87201037 Home Real Estate - Centr	402-436-4444	A	A	03/13/02	LBOR
872000851 Kinnaman, Nathan	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/13/02	LBOR
87202086 Kiolbasa, Richard W	92000493 Mega Commercial Corporat	402-467-1234	A	A	03/15/02	LBOR
872000595 Knoche, Christopher L	92000548 Home Real Estate - North	402-323-8700	A	A	03/13/02	LBOR
872000424 Knox, Sydne K	87201216 Woods Bros. Realty-South	402-434-3600	A	A	03/13/02	LBOR
872000510 Kodad, Chris J	92000536 Hawco & Associates	402-466-6465	A	A	03/13/02	LBOR
872000842 Koop, Sally	87201215 Woods Bros. Realty - CC	402-434-3500	A	A	03/26/02	LBOR
872000433 Kraft, Terry	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/14/02	LBOR
87208022 Kreifels, James J	87201004 Action Plumbing, Inc.	402-423-6960	A	A	03/20/02	LBOR

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Member Number Name	Office Number Name	Office Phone	Mem List Stat	Mem Stat	Date	Association
GOV Governmental Affairs						
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87201158 Krein, William G	87201107 Krein Real Estate	402-323-8200	A	A	03/13/02	LBOR
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872000214 Kubert, Gary D	87201094 Home Real Estate - South	402-436-4663	A	A	03/15/02	LBOR
87202992 Kuhlmann, Mary A	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/14/02	LBOR
87201014 Kuhn, Donald D	87201087 WHY USA Harrington Realt	402-483-4141	A	A	03/19/02	LBOR
87208186 Lambie, Tami L	92000513 Security First Bank	402-323-8040	A	A	03/13/02	LBOR
87202043 Lamphere, Don M	92000548 Home Real Estate - North	402-323-8700	A	A	03/27/02	LBOR
872000449 Langer, Kelly	87201094 Home Real Estate - South	402-436-4663	A	A	03/13/02	LBOR
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87202137 Luxford, Susan C	87201094 Home Real Estate - South	402-436-4663	A	A	03/13/02	LBOR
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872000268 Marsh, Beverly	87201215 Woods Bros. Realty - CC	402-434-3500	A	A	03/26/02	LBOR
87201753 McCabe, L. Clark	87201108 L. Clark McCabe, Broker	402-867-2511	A	A	03/14/02	LBOR
872000624 McDonald, Vanessa A	87201038 Home Real Estate - Holme	402-437-7555	A	A	03/26/02	LBOR
87202819 McDowell, Judy	87201027 Today's Kimball & Associ	402-476-7606	A	A	03/19/02	LBOR
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Member Number	Member Name	Office Number	Office Name	Office Phone	Mem List Stat	Mem Stat	Date	Association
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87201097	Pasco, Lois J	87201094	Home Real Estate - South	402-436-4663	A	A	03/13/02	LBOR
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872000390	Quick, Russell A	87201217	Woods Bros.Realty-Lincol	402-434-3800	A	A	03/12/02	LBOR
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87208061 Stranathan, Michael W	87201141 National Insulation & Im	402-421-8070	A	A	03/13/02	LBOR
87202840 Stueck, Steven W	87201094 Home Real Estate - South	402-436-4663	A	A	03/13/02	LBOR
87208231 Sullivan, Shelley W	87201176 Security Federal Savings	402-434-2845	A	A	03/13/02	LBOR
87201644 Svoboda, Ronald J	92000503 Community Mortgage	402-434-3627	A	A	03/14/02	LBOR
87202029 Swanson, James A	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/13/02	LBOR
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87202195 Taylor, Steven L	87201038 Home Real Estate - Holme	402-437-7555	A	A	03/26/02	LBOR
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872000781 Thompson, Sara	87201198 Thompson Realty Group	402-421-7700	A	A	03/14/02	LBOR
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87201461 Wagner, Linda S	87201027 Today's Kimball & Associ	402-476-7606	A	A	03/15/02	LBOR
872000555 Walker, Gary	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/13/02	LBOR
87201266 Walker, Sherri J	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/13/02	LBOR
87201622 Wanser, Thomas P	87201083 Hampton Development Serv	402-434-5650	A	A	03/14/02	LBOR
87201574 Ward, Gene F	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/13/02	LBOR
87201575 Ward, Patricia A	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/13/02	LBOR
87201230 Watson, John R	92000499 Century Sales & Manageme	402-437-8321	A	A	03/19/02	LBOR
87208042 Weber, Charles G	87201144 Nebraska Title Company	402-476-8818	A	A	03/26/02	LBOR
87208097 Wentz, Tyler W	87201220 Wentz Plumbing, Heating	402-464-6354	A	A	03/14/02	LBOR
872000560 White, Susan	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/15/02	LBOR
87208113 White, Thomas E	87201049 White Development Compan	402-421-1627	A	A	03/14/02	LBOR
872000110 Whitehead, Debra J	87201076 FMA Realty, Inc.	402-441-5800	A	A	03/14/02	LBOR
87201778 Wiedel, John E	92000498 RE/MAX Real Estate Group	402-441-4120	A	A	03/15/02	LBOR
872000838 Williams, Charles W	92000499 Century Sales & Manageme	402-437-8321	A	A	03/14/02	LBOR
872000325 Williams, David E	87201037 Home Real Estate - Centr	402-436-4444	A	A	03/18/02	LBOR
87201491 Williams, Gwendolyn M	87201037 Home Real Estate - Centr	402-436-4444	A	A	03/18/02	LBOR
87202240 Willmott, Dorothy	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/19/02	LBOR

List Maker Report by Category/List Code/Member Name

Member Status: Active List Status: Active Member List Status: ACTIVE
From 00/00/00 Thru 12/31/19 Association: RAL

Report run on 03/27/02 at 11:30

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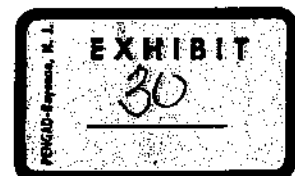
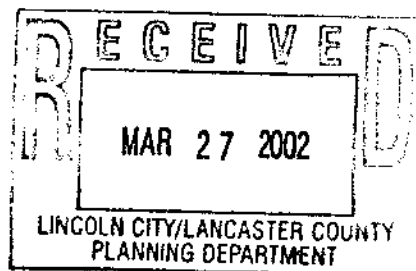
Member Number Name	Office Number Name	Office Phone	Mem List Stat	Mem Stat	Date	Association
GOV Governmental Affairs						
COMPR	Comp Plan Cards Received	List Status: Active (A)				
872000566 Wilson, Todd C	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/21/02	LBOR
87208228 Wimer, Marilyn K	87201226 Nebraska Title Company	402-486-4900	A	A	03/21/02	LBOR
87202223 Wolf, Patricia E	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/13/02	LBOR
872000532 Wolf, Scott	92000490 Home Real Estate - Cotne	402-436-3332	A	A	03/13/02	LBOR
87202850 Wolfe, Dean D	87201094 Home Real Estate - South	402-436-4663	A	A	03/14/02	LBOR
872000748 Wood, Bruce D	87201037 Home Real Estate - Centr	402-436-4444	A	A	03/13/02	LBOR
872000586 Wood, Holly M	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/13/02	LBOR
872000726 Woods, Hank C	87201076 FMA Realty, Inc.	402-441-5800	A	A	03/13/02	LBOR
87201488 Woods, Pace	87201357 Woods Bros. Realty	402-434-3505	A	A	03/12/02	LBOR
87201197 Wulf, Sharon R	92000558 Woods Bros. Realty - Sew	402-643-2541	A	A	03/13/02	LBOR
87202370 Wunderlich, Jim L	87201215 Woods Bros. Realty - CC	402-434-3500	A	A	03/26/02	LBOR
87202003 Yank, Julia F	87201215 Woods Bros. Realty - CC	402-434-3500	A	A	03/26/02	LBOR
87202842 Yurth, Byron G	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/12/02	LBOR
872000614 Zegers, Tim M	87201217 Woods Bros.Realty-Lincol	402-434-3800	A	A	03/13/02	LBOR
872000369 Zimmerman, Kimberly J	87201095 Home Real Estate - Pine	402-436-3232	A	A	03/20/02	LBOR
87208224 Zitek, Larry F	92000513 Security First Bank	402-323-8040	A	A	03/13/02	LBOR
List Total						340
Category Total						340

Concerns & Questions

My name is Greg Retzlaff.

- 1. I am a farmer/landowner in the Stevens Creek area. At this time my choice is to farm this property. However, with the changing Ag environment, in the future I would hope there would be alternatives available concerning the use of that property. I am concerned that this plan will dramatically limit my options and property owner rights.
- 2. The first item: the smoke buffer around prairie fields; does that prohibit building within the 1/2 mile smoke buffer? If so, it seems unfair that someone who owns prairie fields can control the use and value of adjoining properties. Who will buy that property or compensate us for it? Perhaps prairie owners or the NRD should buy it. Imagine also the nightmare created for the city when it expands and encompasses each patch of grass and its buffer zone.
- 3. Next point: The 20+ acre requirements: Why are we looking to increase the number of acres required to build on and eliminate C.U.P.s? Would it not be wiser to use C.U.P.s on all properties (using same acreage requirements as now)? That would offer easy build through plans when the city gets out there; thus, saving the remaining ground for farm use until higher density development is required.
- 4. Finally:
Is it a conflict of interest to have Cecil Steward and Jon Carlson on the Comp Plan Review Committee and then to be able to vote on their own recommendations?

Thank You.



Comp Plan Comments
Alan Hersch

My Key Message Today is this:
Include the Stevens Creek Task Force Results in Comprehensive
Plan Update.

THE PROMISE

I am here today to ask you and the other decision-makers working
on the Comp Plan Update to **KEEP A PROMISE**. That promise,
made to all of the citizens of the City and County, is, and I quote
from the Planning Dept website:

**"The (Stevens Creek) study will become an element of the
City County Comprehensive Plan Update..."**

(Hold up FAQ)

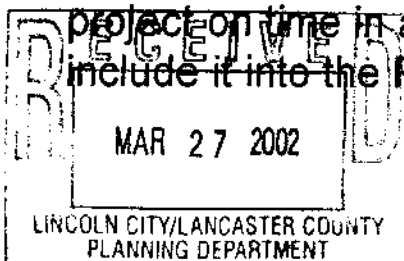
BACKGROUND

Local officials, including Mayor Wesely, the City Council and the
County Board appointed 17 citizens to the Stevens Creek Task
Force. Those appointees represented many diverse interests
and had expertise in all the areas required to prepare the Stevens
Creek Plan. This group worked many, many hours on their own
time with no reward other than the understanding that the results
of their hard work would become part of the official community
blueprint for Stevens Creek. That is – the Comp Plan Update.

THE TIMING.

The timing of the Task Force activities was purposely chosen and
carried out in order to work seamlessly into the Comp Plan update
schedule. We were told "Finish the Stevens Creek planning
project on time in advance of the Comp Plan update, so we can
include it into the Plan."

(Hold up schedule).



THE PROCESS.

The Stevens Creek Task Force worked through many challenges, and arrived at significant compromises – to move from what were at first staunch positions on a number of sensitive issues. But the group worked through the process, with staff, consultants and at public meetings, in order to achieve the results asked of it by public officials.

THE RESULT.

The citizens of Lincoln and Lancaster County now have:

“...a plan to address the environmental, land use, transportation, utility, service and other development issues regarding future urban and rural development in the basin..”

(Hold up “Welcome”):

I’m going to close my remarks today by quoting Planning Director Kathleen Sellman, in her transmittal letter to you and others, which states:

“I am very excited about the quality of work created by the (Stevens Creek) Task Force and how it can be effectively used in the formulation of a new City County Comprehensive Plan. A tremendous amount of effort was put into the Planning Guidelines by the Task Force over the last many months. Their contribution to planning in our community should be richly acknowledged...”

(Hold up letter)

I could not state the promise any more clearly. It’s now up to you to make good on the promise:

INCLUDE THE STEVENS CREEK PLAN.

Welcome to the Planning Department



Stevens Creek Basin - Frequently Asked Questions

- **What is the purpose of the Stevens Creek Basin Planning Initiative?**

The purpose of the *Stevens Creek Basin Planning Initiative* is to formulate a conceptual plan to address the environmental, land use, transportation, utility, service and other development issues regarding future urban and rural development in the basin.

- **How did the Study originate?**

Stevens Creek Basin Planning Initiative began with the adoption of an amendment to the Lincoln City - Lancaster County Comprehensive Plan by the Lincoln City Council and the Lancaster County Board of Commissioners in April 1999.

- **Who are the Study's sponsors?**

The Stevens Creek Basin Planning Initiative is being sponsored by Lancaster County and the City of Lincoln.

- **What are the Study's major work elements?**

The Stevens Creek Basin Planning Initiative will examine several issues related to planning and development. Each issue will be categorized into the following areas and a plan elements will be developed to identify *goals and planning framework* for the each of the following areas:

Natural Resources and Open Space: This element will examine the natural resource features in the basin including floodplains, environmentally sensitive areas, scenic corridors, wetlands, soils, streams, topography, and community entryways. The relationships between the natural resource features and urban and rural development will be examined within the basin.

Parks and Recreation: As a community grows, additional acres of park and recreational land is needed to address a growing need for recreational facilities in a community. This includes such facilities as playgrounds, trails, golf courses, sports fields, etc.

Agriculture: Agricultural lands encompass a large percentage of Lancaster County's land use. The relationship of the agricultural sector within the basin and urban and rural development will be looked at as an element within the conceptual plan.

Residential: This element includes both the density of residential structures, the types and design of housing, and the real estate market for housing. Low density, urban density, mixed residential developments and affordable housing will be included within this element.

Transportation/Circulation: Different modes of transportation, including streets, highways, public transportation, railroads, trails, and sidewalks will be examined for possible different alternatives of urban and rural development within the basin area and the cost to provide these transportation systems.

Public Infrastructure and Utilities: This element includes water, sewer, stormwater, electricity, natural gas, solid waste, and street maintenance. This element includes an examination of the costs of providing public infrastructure and utilities to urban and rural development within the basin.

Community Facilities: This element examines the need for fire protection, public safety, schools, and library facilities within the basin and the costs of providing these facilities to urban and rural areas within the basin.

Commercial and Industrial Development: This includes retail, office, services uses, manufacturing plants, and warehouses, as well as mixed uses and urban villages. This element will examine the need for commercial and industrial development based on the urban and rural development of the basin.

- **What is the Defined Study Area for the Planning Initiative?**

The Primary Study Area generally encompasses the Stevens Creek Drainage Basin, a 52 square mile area. The focus of the study will concentrate on the drainage basin. The primary area includes both the west side and east side of Stevens Creek.

A Secondary Study Area has also been defined for the study. This secondary area includes the areas that are outside the primary study area (the Stevens Creek Drainage Basin), and located east of 56th Street, west of the Cass and Otoe County lines (190th Street), south of Bluff Road and north of Bennet Road. The purpose of the secondary area is to examine the influences of the urban and rural development issues of the Stevens Creek Basin upon the secondary area, as well as how the secondary area influences urban and rural development issues of the Stevens Creek Basin.

- **When is the Study expected to be completed?**

The planning initiative is expected to be completed by March 2001. The study will become an element of the Lincoln City-Lancaster County Comprehensive Plan Update process, a process expected to be completed by end of Calendar Year 2001.

- **What local government agencies are involved in the Study?**

The Lincoln City-Lancaster County Planning Department has been given the responsibility for coordinating the overall Study process. Other local government agencies and local organizations will be consulted during the process.

- **How is the Study being funded?**

The Study is being completed in-house through the Lincoln-Lancaster Planning Department.

- **How can I find out more about the Study?**

If you don't find the information you need on this site, please give us a call at (402) 441-7491. We'll be happy to visit with you over the phone to answer your questions.

• **How can I keep informed about the Process?**

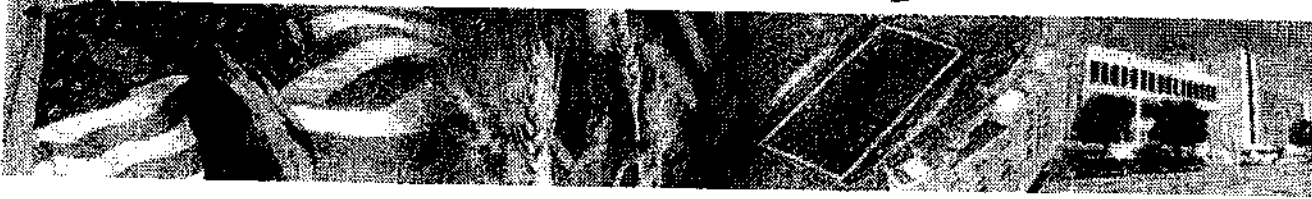
You've found the best place to keep up with the progress of the Stevens Creek Basin Planning Initiative. City and County Staff will be updating this web site whenever there is new information to report.

InterLine

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[Planning](#) [Stevens Creek Basin](#)

Welcome to the Planning Department



Stevens Creek Basin Initiative Task Force



Lincoln Mayor Don Wesely, the Lincoln City Council, the Lancaster County Board, and the City-County Planning Commission have appointed a 17 member Stevens Creek Basin Initiative Task Force. The role of this Task Force is to formulate the guiding planning principles to be used in preparing conceptual plans for the Stevens Creek Basin. Their mission includes gathering pertinent information about the Basin, evaluating the information, and communicating with the community about the future of the Basin.

The members of the Task Force are as follows:

- Don Uerling
- Dr. Dave Mortensen
- John Miller
- Walt Bagley
- Dick Campbell
- Dr. Kip Hulvershorn
- Richard Meginnis
- Estel Schroeder
- Greg Schwinn
- Dr. Donald Edwards
- Alan Hersch
- Al Wellman
- Linda Wilson
- Marleen Rickertsen
- Hugh Bullock
- Ann Bleed
- Marilyn Moore

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Planning Stevens Creek Basin

Welcome to the Planning Department



Stevens Creek Basin Process Schedule

The Stevens Creek Conceptual Plan process involves outreach to the public, developing broadly technical work elements, as well as identifying planning and development issues. The process will take approximately 1 year to complete, with a completion date of March 2001. A more detailed display of the schedule, including major work elements, is shown below:

Working Time Line

	2000										2001		
	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
Base Planning Information	Data & Information Collection												
Open House Meetings		4 Mtgs											
Conceptual Plan Comm.			Monthly Meetings										
Planning/Dev. Issues	Identify Issues												
Conceptual Planning Proposal									Develop Proposal & Integrate into Comp Plan				
Public Involvement	Web-site, Open Houses, Newsletter, Community Organizations, and Conceptual Plan Committee												

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Planning Stevens Creek Basin Conceptual Plan Process

Welcome to the Planning Department



The City of Lincoln and Lancaster County amended the City-County Comprehensive Plan in April 1999 to include the following strategy:

"Develop a subarea plan for the Stevens Creek drainage basin which will address the environmental, land use, transportation, utility, service and other development issues regarding future urban and rural development in the basin."

With this directive, City and County staff has initiated a Conceptual Planning Process to identify issues related to the future urban and rural development of the basin. This conceptual plan will result in a recommended set of strategies by early 2001.

- [What's New](#)
- [Frequently Asked Questions](#)
- [Stevens Creek Basin Initiative Task Force](#)
- [Planning Guidelines and Summary Report](#)
- [SCBI Process](#)
- [Community Bulletin Board](#)
- [Stevens Creek Basin Maps](#)
- [Virtual Tour of the Stevens Creek Basin](#)
- [Newsletters](#)

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[Planning](#)

STEVENS CREEK BASIN PLANNING GUIDELINES

TO: Mayor Don Wesely
Lincoln City Council
Lancaster County Board of Commissioners
City-County Planning Commission
Comprehensive Plan Committee

FROM: Kathleen Sellman, Planning

DATE: April 4, 2001

SUBJECT: Report from Stevens Creek Basin Initiative Task Force

Attached please find the final report from the Stevens Creek Basin Initiative (SCBI) Task Force. This document contains the "Planning Guidelines" that the Task Force has developed for use in the on-going comprehensive planning process to address the future of the Stevens Creek Basin.

I am very excited about the quality of the work created by the Task Force and how it can be effectively used in the formulation of a new City-County Comprehensive Plan. A tremendous amount of effort was put into the Planning Guidelines by the Task Force over the last many months. Their contribution to planning in our community should be richly acknowledged. This diverse group of Lincoln and Lancaster County area residents was asked to take on a major planning challenge. In response to this challenge, they produced a set of Guidelines that, if used properly within the context of the Comprehensive planning process, can serve the community well.

Over the coming weeks, we will brief your groups about the Guidelines and the work of the Task Force. If you have any questions concerning the Planning Guidelines or the report or process in general, I would encourage you to call Kent Morgan at 441-7491 or email him at kmorgan@ci.lincoln.ne.us.

Thank you.

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